

JUN 12 1913

Leslie's



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The Schweinler Press

A WINNER**OVER 400,000 COPIES THE ISSUE**

Are These Things There?

By R. E. Olds, Designer

In buying a car in 1913 here are some things to look for. By them judge how the car is built, how up-to-date it is.

And judge by them if the maker gives you the very best he knows.

Outer Features

Note if the car has left side drive, like the leading cars today. Does the driver sit close to the cars he passes, or on the farther side?

Has the car electric set-in dash lights, or the old projecting lamps?

Is it under-tired or over-tired? That makes enormous difference in your tire upkeep.

Is one front door blocked up by levers? Or do levers block the passage between the two front seats? If so, the driver half the time must enter from the street.

Is the upholstering genuine leather? Is the filling the best curled hair? Does the finish show the final touch in every part and detail?

Inner Features

How many Timken bearings has the car? They cost five times what common ball bearings cost.

In Reo the Fifth there are 15 roller bearings, 11 of which are Timkens.

In Reo the Fifth there are 190 drop forgings, used to avoid the risk of flaws.

The steel is made to formula. It is analyzed twice to prove its correctness.

The gears are tested in a 50-ton crushing machine. The springs are tested for 100,000 vibrations.

We use a \$75 magneto, a doubly-heated carburetor,

a smokeless oiling system, big, strong brakes.

We give to each driving part vast margin of safety—50 per cent over-capacity.

Each engine gets five long tests. And each, after testing, is taken apart and inspected.

If you seek a durable car, a trouble-proof car, and low cost of upkeep, these are points to consider.

Skimping Is Now Unpopular

Many a car has gone into obscurity because the maker skimmed.

I go to the other extreme in these days—after 26 years of car building I spend about \$200 per car for features unusual in this type of car.

Men who buy my cars expect it. They expect low cost of upkeep, freedom from trouble. They expect a five-year-old car to run as well as new.

I have built such cars for legions of men. And every Reo the Fifth which goes out this year marks my level best. In the years to come, you men who get them will realize why I do this.

It means slow, careful building. It means endless inspection. It means grinding parts over and over. It means doing in a \$1,095 car what users expect, and what makers must give, in a \$4,000 car.

Where I Save

Such a car at such a price is made possible in this way:

We have a model factory, so finely equipped that engineers from everywhere come here to inspect it. Here we build the entire car by the most efficient methods.

Then this entire factory is devoted to a single model. Every machine, tool and mechanic is adapted to its production. We save in this way about 20 per cent under what it would cost to build two or three models.

Thus we give you a car, built as we describe, at this matchless price.

The Demand

Our output is limited to 50 cars daily, so cars are never rushed. Last April and May the demand for our cars ran five times our factory output.

We have worked all winter, at fullest capacity, to avoid that condition this spring. But a shortage is inevitable. If you want spring delivery on Reo the Fifth, please see your dealer now.

Our Unique Control

In Reo the Fifth you find a one-rod control. And that rod is out of the way—between the two front seats.

All the gear shifting is done by moving this rod only three inches in each of four directions. It is as simple as moving the spark lever.

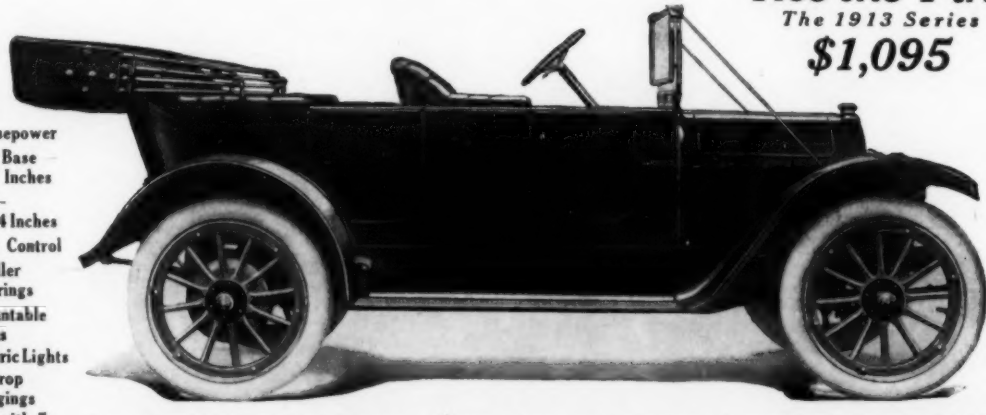
Both brakes are operated by foot pedals. So there are no levers, side or center. The driver's way is clear.

No other 1913 car has this form of center control. And a car without it will seem inconvenient when you see what this form means.

This control rod comes at the driver's right hand, for the car has left-side drive.

A thousand dealers handle Reo the Fifth. Write for our catalog and we will direct you to our nearest showroom.

Reo the Fifth
The 1913 Series
\$1,095



30-35
Horsepower
Wheel Base
112 Inches
Tires—
34x4 Inches
Center Control
15 Roller
Bearings
Demountable
Rims
3 Electric Lights
190 Drop
Forgings
Made with 5
and 2-Passenger
Bodies

Top and windshield not included in price. We equip this car with mohair top, side curtains and slip cover, windshield, Prest-O-Lite gas tank for headlights, speedometer, self-starter, extra rim and brackets—all for \$100 extra (list price \$170). Gray & Davis Electric Lighting and Starting System at an extra price, if wanted.

R. M. Owen & Co. General Sales Agents for **Reo Motor Car Co., Lansing, Mich.**

Canadian Factory, St. Catharines, Ont.



The First National Bank

De Luxe Edition, 17 x 21 inches

THE DE LUXE Edition is especially designed to meet the demand of bank officials for a large reproduction of this popular picture.

The heavy plate paper upon which this edition is printed brings out every color quality. It is warm in tone, yet dignified, making a very desirable picture to hang in a prominent place in the most expensively furnished office, club or home.

We will send you postage paid a De Luxe Edition of the First National Bank for \$2.00.

Special Note: The Popular Edition of the First National Bank, 9 x 12 inches, will be sent you for 25 cents. Over 50,000 copies of this Popular Edition have been sold. There is a limited number left. Please indicate on the coupon the edition you desire

Judge

225 Fifth Ave., New York

COUPON

JUDGE,

New York.

Enclosed find \$2.00 for which send me the First National Bank in the De Luxe Edition. Popular Edition.

Name

Address

Leslie's

ILLUSTRATED WEEKLY NEWSPAPER

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES

EDITED BY JOHN A. SLEICHER

"In God We Trust."

CXVI.

Thursday, June 12, 1913

No. 3014

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Persons representing themselves as connected with LESLIE'S should always be asked to produce credentials.

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The contributor's name and address should be on the back of every photo, and none should be sent in without full, complete and accurate description. Many photos have been rejected because of the lack of correct data. Accuracy should be the first consideration. An inaccurate statement is always challenged, and this is annoying.

The Editor is always ready to consider short stories or articles, which should be typewritten on one side of the sheet only, and should not exceed 3,000 words.

Every manuscript should bear the name and address of the author or sender, plainly on the manuscript, and not on a separate slip or in an accompanying letter.

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THE first of a series of striking cartoons and caricatures by E. W. Kemble will appear in the next issue of LESLIE'S. Mr. Kemble's work has a world-wide reputation. Its unique quality from an artistic standpoint made Kemble famous years ago. In his line no other artist approaches him. Our readers will be pleased to know that LESLIE'S is the only weekly which will have the benefit of the work of his pencil.



THE FAMOUS CARTOONIST, E. W. KEMBLE, AT WORK

LESLIE'S is keeping its promise to give its 2,000,000 readers the best in the field of art and literature. Among the latest features of exceptional interest are Mr. Kemble's caricatures and Mr. Reginald Wright Kauffman's startling serial, "For the Sake of Her Soul," the first chapter of which will appear in our issue of June 26th, and a page for young women and girls by that talented and popular writer and authoress, Mrs. Kate Upson Clark. All of these will be features of LESLIE'S for some time to come, and more are to follow.

In answering advertisements please mention "Leslie's Weekly."



Let Leslie's Motor Department Help You

IF you drive a motor car, ride a motor cycle, or run a motor boat, the Motor Department can help you with suggestions and assist you to solve some of the problems of equipment, routes or operation that may arise.

Fill out this coupon and mail immediately.

MOTOR DEPARTMENT LESLIE'S WEEKLY
225 Fifth Avenue New York City

Gentlemen:

I own a
(Give maker's name and year of model.)

Motor Car

Motor Cycle

Motor Boat

Please send me free of charge the following

information: Best Touring Routes

From to

Accessories

Selection or care of tires

Repairs (Give nature of Trouble)

.....

Name

Address

If you do not own a motor

car, motor cycle or motor boat, the Motor Department can set any of your doubts at rest, and will give you *unbiased* answers that may help you in the selection of the vehicle or equipment most nearly suited to your needs and pocketbook. Fill out this coupon and mail immediately.

MOTOR DEPARTMENT LESLIE'S WEEKLY
225 Fifth Avenue New York

Gentlemen:

I am considering the purchase of a

(Give name of make if you have any preference or the price you want to pay.)

Motor Car

Motor Cycle

Motor Boat

Please help me in its selection and give me, free of charge, the following information:

.....

.....

.....

Name

Address

The Greatest Automobile

By HOMER KEE



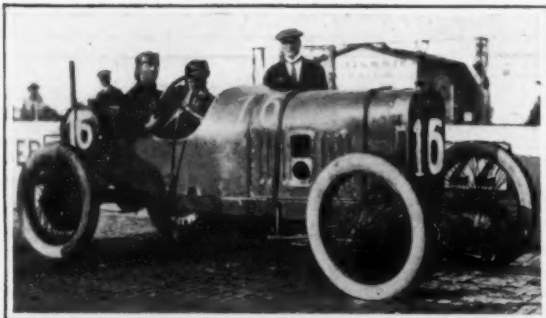
BRYCEMAN

Auspicious beginning of the third annual 500-mile International Sweepstakes on the Indianapolis (Ind.) Motor Speedway on May 30th. Over 100,000 persons witnessed the event. The course end of 300 miles only 15 cars were running. Intense interest was manifested in the race by

FOREIGN CARS
paved 2 1-2-mile oval
dense crowd and the

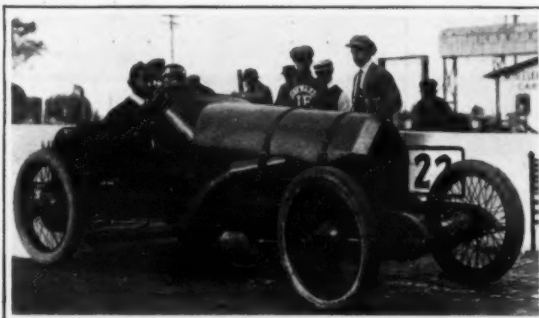
BRYCEMAN

THE LINE-UP OF THE DRIVERS AND CARS BEFORE THE RACE



THE WINNER IN HIS "CHARIOT"

Goux in the Peugeot car, with which he took first place and a purse of \$20,000. His time was 6:41:43.45 and his average speed per hour was 76.59 miles. This was a good showing, but it did not break the record for the track.



THE SPEEDIEST AMERICAN

Spencer Wishart, who drove a Mercer, beat all other American contestants, secured second place and \$10,000. His time was 6:45:06 and his average per hour 74.06 miles.



THE VICTOR NEARING THE GOAL

Goux, the winner of the first prize, just before he crossed the finish line amid wild applause. The flagholder about to drop the sign of victory.



THE FOR

Goux, the young man, seen in happy mood.

THE third annual Five Hundred Mile Free-for-all Sweepstakes held at Indianapolis, May 30, went to Jules Goux, a light, young Frenchman with the faintest sort of a black moustache and a string of winnings to his credit as long as the moral code. Goux drove a Peugeot. He recently broke the world's speedway record for 50 and 100 miles on the Brooklands track in England.

Better than one hundred thousand Americans and no one knows how many good visitors from "the other side," recognized the supremacy of the Indianapolis Motor Speedway by their presence. The day was hot as the exhausts from the scurrying race cars themselves. A cloudless sky, one of those Indiana layouts with a red-hot ball of fire in the middle of it, a melted mass of red faces, and a combination of baked enthusiasm and half cooked anticipation characterized the *tout ensemble*, as the little French winner would say. A day such as this cannot be measured or weighed. About all you can do to it is to half close your eyes and look for high lights.

Compared with the two previous Five Hundred Mile races, at Indianapolis, this latest one was decidedly less exciting. No records were broken. The crowd was bigger and therefore less noisy—a big crowd always neutralizes itself because it is awed by its own size. To be sure, there was the international aspect—more pronounced than ever before. The flags of Italy, France, Germany, America and England were painted on the four-foot concrete retaining walls in front of the pits. Over a little

improvised stand floated the British colors—the especially built stand was Indianapolis' way of showing how much she felt honored at having a company of real English engineers visit the Speedway. Among the company was good old Father Dunlop, the originator of the pneumatic tire. He sat placidly ensconced in his bushy white beard, while a hundred pit helpers cursed his invention and one hundred thousand people watched those thirty-second tire changes with speechless interest. I couldn't help thinking that by this one venerable English gentleman the entire spectacle had been made possible. If he realized his importance, there was nothing in his folded arms and half closed meditative eyes to indicate it.

At ten o'clock in the morning the people in the great, expansive grand stands and paddocks and boxes saw a field of twenty-seven cars park up in four columns at the starting line. They heard five bombs one minute apart, and on the fifth they saw a cavalcade of deafening, cannonading cars emerge from a veritable thunder cloud of smoke and move off majestically with Carl Fisher, President of the Indianapolis Motor Speedway, setting the pace in a white roadster of his own. One lap at thirty miles an hour, and then Fisher shot over to the side and up the pit alley out of the way in the nick of time. That was the signal of battle. The race was on.

Then the people in the grand stands and in the paddocks and the boxes and the crowd packed around the big two-and-one-half mile brick-paved oval, saw the first process of elimination begin. During the first fifty miles three

cars dropped out. At three hundred only fifteen of the original twenty-seven were running.

Bob Burman in the Keeton, No. 4, showed that he was still the wild Bob of old by trying to win a five hundred mile race in the first five laps. Bob is the most spectacular driver in the world—that's why he never wins a long race. No car in the world would stand five hundred of Bob Burman's murderous miles without a mechanical remonstrance. The Keeton was still going when they flagged her down in the 180th lap, but leaks in her gasoline tank were patched up with chewing gum. She had been on fire once, and Hughie Hughes, the Englishman, had given Bob a lift at the wheel for quite a little while. I feel that the Keeton's endurance under Bob's merciless lashing was one of the features of the day.

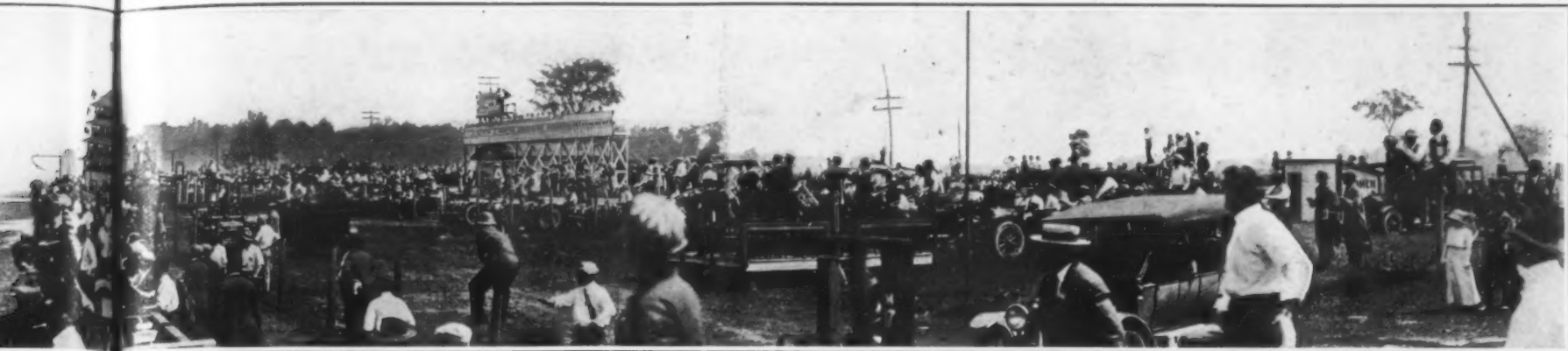
There were a thousand little side lights and bits of by-play which only the men around the pits could see—every one of which was dripping with the milk of human kindness, and sure proof of real sportsmanship. Rival pit pilots lent tires to each other—the most notable instance being when Ralph De Palma told Frank Fox to help himself from the Mercer pits—at the time the Gray Fox Special and Mercer, No. 22 were fighting for third place. While Gil Anderson, who was running a close second in Stutz, No. 3, to Peugeot, No. 16, was unable to get away from

the pits, Zacerelli Peugeot entries, ran a shame, and by the gyrations of his engine deplored the mishap.

There was plenty in evidence, too. A car for two mortal histories. Gasoline in a certain way when it looked like a meteor she might "blow" unlucky all day long, had been given third, thereby keeping the fire brigade too busy to be depended on to him. He's quite hasn't an ounce of The real man of his records. I know nothing in his previous driving the Indianapolis he upset the "dog" through—but he is

Automobile Contest of 1913

By HOMER KEE



CH 27 AMERIC FOREIGN CARS TOOK PART
ent. The course
in the race by
-raced 2 1/2-mile oval, thus making 200 laps necessary to complete the distance. The autos were sent at very high speed. During the first 50 miles three cars dropped out, and at the
ense crowd and the drivers of the different cars were heartily cheered as they sped by.



LONG AND NERVE-TESTING INTERNATIONAL RACE AT INDIANAPOLIS



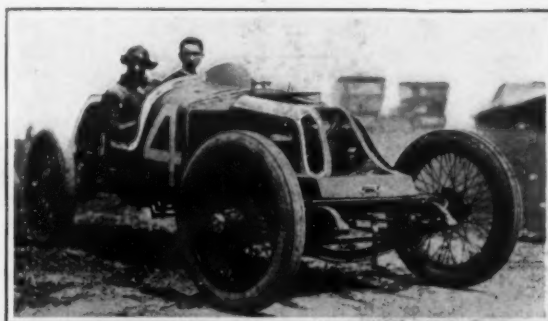
THE FOREIGNER WHO WON

est before he crossed the line, seen in happy mood receiving the congratulations of his mechanic.



A THRILL PRODUCER

Charles Merz, who in his Stutz car took third place and \$5000. During the last 5 miles he ran with his car on fire and liable to blow up at any moment. His time was 6:50:35.75 and his average per hour 73.07 miles.



VERY FAST, BUT UNLUCKY

Bob Burman, "the world's most spectacular auto driver," who in a Keeton car led for the first 100 miles with an average speed of 86 miles an hour, but was flagged down in the 180th lap. His machine had been on fire once.

the pits, Zacerelli, the French engineer, who built the two Peugeot entries, remarked in his native tongue that it was a shame, and by the expression on his flexible face and the gyrations of his expressive hands showed that he really deplored the mishap.

There was plenty of that good old stuff we call bravery in evidence, too. The ride of Charley Merz in a flaming car for two mortal laps—five miles in all—will go down in history. Gasoline has a habit of doing things in an uncertain way when it gets on fire. Merz's Stutz, No. 2, looked like a meteor as she shot around the oval. He knew she might "blow" any moment, but the Stutz had been unlucky all day and Charley, the twenty-three-year-old boy, had been given a job. He came across the wire third, thereby keeping the Stutz on the map, and then—the fire brigade took charge. This boy Merz, by the way, can be depended on to do this sort of thing any time it's up to him. He's quiet—just as all real heroes are—but he hasn't an ounce of the tell-tale yellow in him.

The real man of the hour, of course, is Goux. I had read his records. I knew his car was fast. But there was nothing in his preliminary practice to indicate his style of driving the Indianapolis Motor Speedway—that's where he upset the "dope." Goux is a Frenchman all the way through—but he isn't the sort of Frenchman the comedians

picture. His clothes are modest, in excellent taste, and he is not effervescent. All the old regulars thought Goux could be teased into burning his car up—but not a bit of it. He drove as conservatively as did Ray Harroun in the Marmon Wasp—which, by the way, is the acme of conservatism.

Goux enjoys the distinction of being the only winner of a Five Hundred Mile race to go the whole distance unrelieved. He is slight, but his muscles are chrome-nickel steel. The National's record made by Dawson in National, No. 8, last year was not broken—and the National and Indianapolis retain the world's record for 500 miles.

After the race Goux told me that he had a great reserve of speed which he was never called on to show. He also said that the Indianapolis Motor Speedway is a better piece of paving than the Brooklands track in England, but that the turns will not admit of the same speed. He hinted mildly that the thirty-seven thousand American dollars which he carries back with him to Valentigney on the Rhone augurs a return of the Peugeot to the Hoosier Speedway, and he agrees that from now on European makers will recognize Indianapolis as the real automobile race center of the world.

There will, undoubtedly, be another Five Hundred Mile International Race at the Indianapolis Motor Speedway next year. Indianapolis has taught the foreigner the trick and Goux was an apt pupil. Now it remains to be seen whether all the Indianapolis race specialists will come out of their holes and defend their laurels, or will let Goux or

some other famous driver from the other side beat all records on the Hoosier course. One thing is certain, the European invasion of Indianapolis has begun, and when another year has rolled around, if the world does not learn whether Indianapolis is faster than Europe, it will be the fault of Indianapolis alone. The foreigner will not consent to drive slowly—always. In the meantime, though three American trophies and a fortune return with Goux to France, the world's record for the distance, five hundred miles, remains in Indianapolis. There is more to racing than mere speed—plain old, horse-trading Yankee craftiness counts for a great deal; and some day the National may write a book entitled "How we won a race which we did not enter."

WINNING DRIVERS, CARS, TIME AND PRIZES IN 500 MILE RACE

Pos.	Driver	Car	Elapsed Time	Avg. Per Hour	Country	Price
1	Goux	Peugeot	No. 16	6:41:43.45	France	\$20,000
2	Whishart	Merced	No. 22	6:45:08	United States	10,000
3	Merx	Stutz	No. 2	6:50:35.75	United States	5,000
4	Guyot	Sunbeam	No. 9	7:05:08.10	England	3,500
5	Pilette	Mercedes-Knight	No. 23	7:19:25.55	Germany	3,000
6	Wilcox	Gray Fox	No. 13	7:23:38.90	United States	2,200
7	Mulford	Mercedes	No. 29	7:27:17.85	Germany	1,800
8	Disbrow	Casa	No. 31	7:30:50.93	United States	1,600
9	Clarke	Tulsa	No. 25	7:49:21	United States	1,500
10	Haupt	Mason	No. 35	7:53:31	United States	1,400
Flagged—Burman (United States) 18th lap.						
Devon's average in National last year				78.72 miles	per hr.	
Goux's average in Peugeot this year				76.59 miles	per hr.	

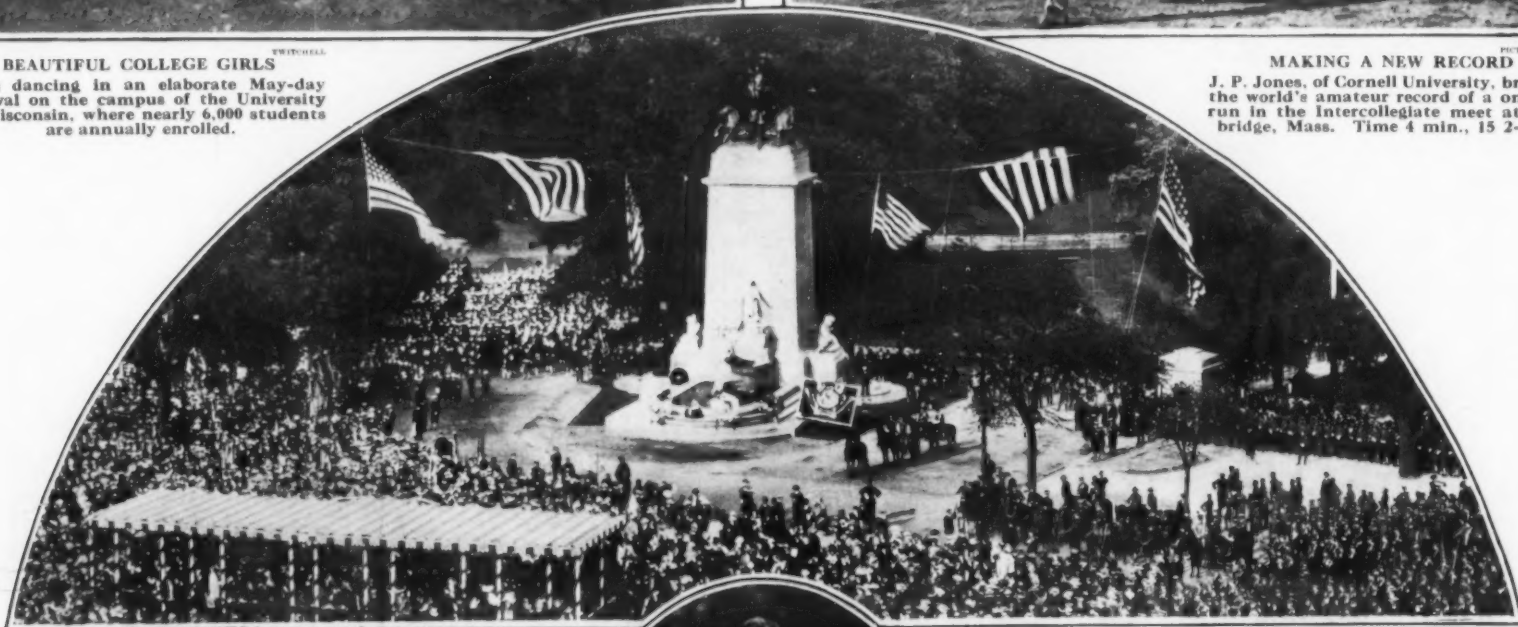
News of the Time Told in Pictures



BEAUTIFUL COLLEGE GIRLS
Girls dancing in an elaborate May-day festival on the campus of the University of Wisconsin, where nearly 6,000 students are annually enrolled.



MAKING A NEW RECORD
J. P. Jones, of Cornell University, breaking the world's amateur record of a one-mile run in the intercollegiate meet at Cambridge, Mass. Time 4 min., 15 2-5 sec.



AN IMPRESSIVE NAVAL TRIBUTE
The dedication of a memorial to the officers and men lost in the U. S. S. "Maine," at Central Park, New York, with the men of the Atlantic Fleet parading.

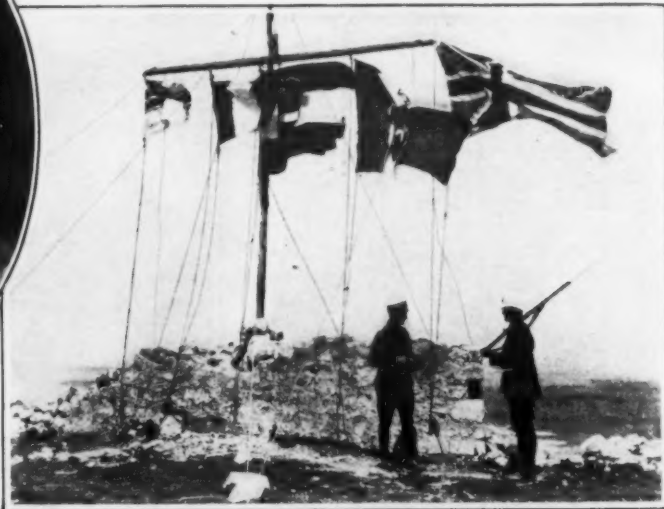
TO THE "MAINE'S" DEAD
The first Cuban warship in American waters came from Havana with a detachment of Cuban soldiers and sailors, out of respect to the men who died in their harbor.



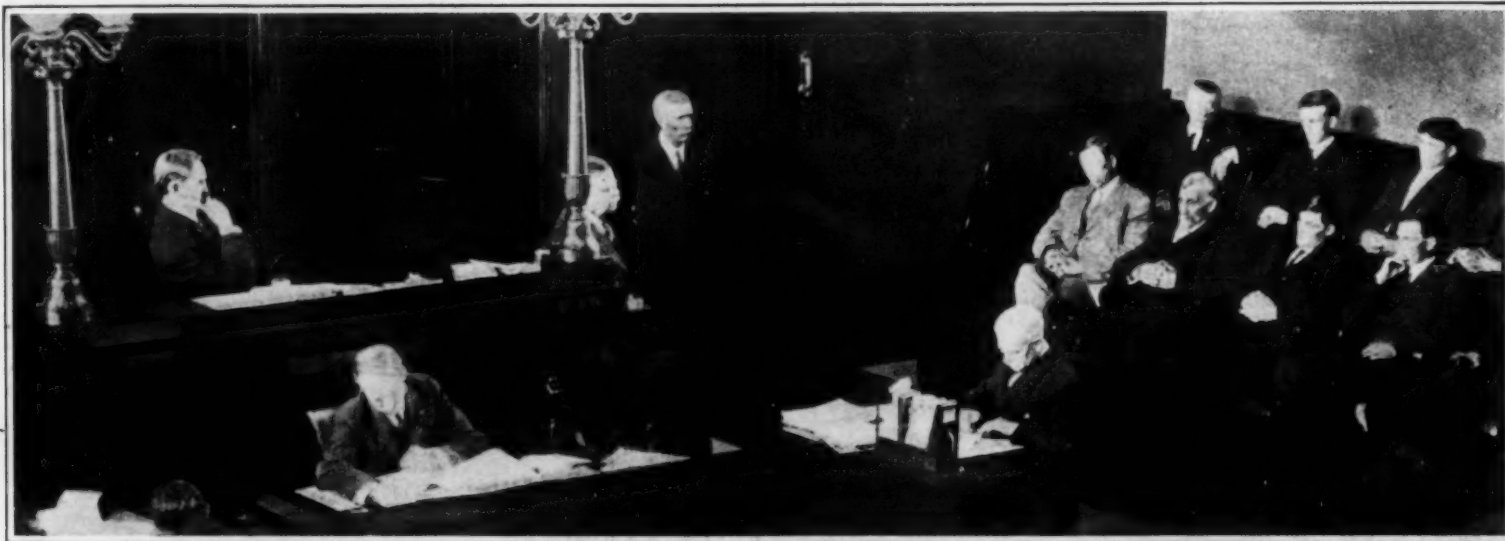
THE PACIFIC OCEAN ENTERS THE CANAL
The explosion of nineteen tons of dynamite at Miraflores, which removed the dike that held back the waters of the Pacific. The excavations will now be completed by dredges instead of with steam shovels.



THE CUP WINNER
Captain Sybil Sweet, of the 1915 Wellesley Crew, with the cup won in the intercollegiate race.



ENDING THE BITTER BALKAN WAR
The brilliant capture of Scutari by the King of Montenegro was immediately followed by a demand from the Powers that he evacuate the hard-won gateway to his kingdom. The powers then sent troops and flags ashore.



EX-PRESIDENT ROOSEVELT VINDICATES HIMSELF BEFORE A MICHIGAN JURY AND PROVES THAT HE IS A TEMPERATE MAN
The editor of the "Iron Ore," of Ishpeming, Mich., had repeated a charge (often made before) that the Colonel drinks too much. A group of prominent men who had known Mr. Roosevelt in the intimacy of daily life in three continents disproved the charge, while the vigor and frankness of the ex-President's own testimony convinced the court that the rumor was a mistake. A nominal verdict of six cents damages was awarded (at the plaintiff's own request) instead of the sum of \$10,000 for which the suit was originally brought. The editor made a courageous and complete apology in open court.

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EDITORIAL

Stop It!

A MAN has been arrested in Chicago for sending threatening letters to President Wilson. Two men were recently sentenced to prison in New Jersey for doing the same sort of thing when Mr. Wilson was Governor of that State.

There never was a time in our history when constituted authority was regarded more lightly; when public officials were more shamelessly assailed and the laws more openly defied by old and young.

The reason is not difficult to analyze. In their zeal to win the vote of the "dear people" whom they pretend to champion, demagogues have gone to extraordinary limits. They have palliated offences that should not have been overlooked until at last it has become the fashion to patronize the mob.

Thus the riotous element, made up of the idle and vicious, found in every great community, has been incited to deeds of violence, until dynamiting, lynching, sandbagging and slugging have been weapons of common use in every great labor disturbance. Conservative leaders have been thrust aside. The American principle of fair play has been disowned, and a rabble made up mostly of unnaturalized foreigners has taken things into its own hands.

The action of the Federal authorities in prosecuting those who have grossly insulted the President of the United States is abundantly justified. Every good citizen is interested in the maintenance of order and industrial peace. It is a mistake to believe that the great body of thoughtful workingmen in this country have the slightest sympathy with the dynamiters, sluggers and sandbaggers who have been forcing themselves to the front.

Whole communities have been terrorized, cities thrown into turmoil, and the authority of the state and nation defied, until the limit of lawlessness has been reached. Demagogues have deliberately encouraged this spirit of anarchy by preaching a gospel of unrest and unreason.

We know, in this great Republic, what this evil spirit is bound to lead up to. The silent graves of three martyred Presidents of the United States emphasize the malignant power of the black-hearted assassin.

Let us have no more of this.

The Challenge of Japan

THE supremacy of the white race no longer passes unchallenged. In Japan the world has witnessed the phenomenon of a non-Christian, Eastern nation leaping in a single generation to the side of the Christian white powers of the West. The California incident is not of prime importance in itself, but it gives the opportunity to raise the racial issue between the white and non-white races, an opportunity to which Japan has been quick to respond. And, when aroused, China and all the rest of the East will answer to the call of Japan.

The California situation is but an incident in one of the most stupendous of modern world problems. Sooner or later it would have had to come. The California dispute may be settled amicably. We are confident that it will be, but we do not look for that to settle the much larger issue between East and West. M. Tokutomi, editor of *Kokumin* puts the Japanese position in a striking sentence when he says that "The white men's clique must be overthrown in the interest of Japan and in the interest of humanity."

What does Japan want? Certainly she can't expect the United States to give her citizens privileges which her ally—Great Britain—fails to give? Great Britain's dependencies—Australia, New Zealand, Canada and British Columbia, all have laws against the immigration of the Japanese. With the California land law drawn within the terms of the United States-Japanese treaty, what more can be asked in that connection?

But the much larger question is, what does the East demand from the West? If Japan protests against being looked upon as an inferior people, or if she voices the protest of the entire East against being discriminated against simply because they are not white, the protest is well grounded. Any other position would be inconsistent with the doctrine of universal brotherhood which Christian missionaries have been teaching in Japan and throughout the East. But there can be recognition of equality without racial amalgamation; there can be the sense of univer-

sal brotherhood without seeking to destroy the natural lines which separate and distinguish the various races of mankind. The Occident does not seek to make over the Orient according to a Western pattern. The two will ever remain in many respects distinct. "East is East, and West is West."

The West may never again dominate the East as it has done in the past. But the West will set its face like flint to see that the East never dominates the West. No ethnic faith has ever produced a civilization that has in it the elements of justice and permanency found in Christian civilization. Christian civilization can say this in no spirit of boasting and with due recognition of its own defects. Unless Japan had felt the touch of our Western Christian civilization, she would never have reached her present proud eminence. The place which Japan and the East will occupy among the powers in the future will be the place they win by character and attainment, nothing more and nothing less.

As yet there is nothing to indicate that the Christian West will not continue for some while to be the leaders of the world's progress.

Let All Pay the Income Tax

THE chief value of income taxation, aside from the money raised, is that it may be made to interest a large majority of citizens in public affairs. But this will be altogether lacking in the operation of the proposed new Federal law. In Wisconsin the State income tax law had the almost immediate effect of developing a higher type of citizenship. But Wisconsin has enjoyed this experience because the income exemption was placed so low that most of its citizens pay the tax, and the familiar rule that we are most interested in that to which we contribute, has manifested itself in a feeling of civic pride.

"We are proud of Wisconsin's income tax law," declares State Senator Bosshard, "because it has made the people better citizens, and we believe the proposed national income tax law is defective in this particular." Taking example of the nations of Europe where the exemption of incomes ranges from \$77.20 in Italy to \$750 in Great Britain, Wisconsin proceeded to determine what constituted an actual decent living in that State and made this figure the exemption. The result was a tax on all incomes above \$800 for a single person, \$1200 for man and wife and \$200 for each minor child, making the average \$1225 in the State.

Senator Bosshard tells us that the passage of the law raised a roar of protest from thousands of persons who had never before paid any tax. Finding, however, that the sums they were compelled to pay were small, ranging from \$5 to \$10 a year, they instantly began to show a pride in the State and an interest in the work of public officials they had never felt when they were not paying taxes. The Federal income tax with its exemption at \$4000 will include but a very small proportion of the population of the country, and we shall fail to get that increased civic pride and loyalty which Wisconsin has experienced and which the whole nation might experience with a lower exemption. Instead of this desirable result we shall have the feeling that the tax is class legislation, placing upon a few the burden which all should share.

The Farmer's Share

IN its report on the agricultural products of the country the Census Bureau states that "the total value of all the crops of the United States in 1909 was \$5,487,000,000, as compared with \$2,999,000,000 in 1899," an increase of 83 per cent. The planted acreage increased about 10 per cent. and the increase in quantity was approximately 10 per cent. It was found possible to institute a price comparison on about nine-tenths of the total crops, and on that basis the bureau reports that if the crops valued at \$4,934,490,000 in 1909 had been sold at the prices prevailing in 1899 the valuation in 1909 would have been \$2,962,358,000. That is, there went into the farmers' pockets, entirely by reason of price advance, a trifle less than \$2,000,000,000. That sum was paid by the consumers of flour and potatoes and beans and lard and a long list of other eatables, and is charged by many of them to the malign influence of the tariff, the wicked machinations of the trusts or the rapacity of the railroads.

We have no quarrel with our esteemed fellow citizens who till the soil, but in any honest search for the facts of the existing economic situation, in any fair investigation of the causes of the present high cost of living, this force in price making must be made prominent. Comparison of returns for individual years is unfair, but the method is unavoidable in census taking.

On a broader basis the percentages are changed, but the fundamental fact remains unaltered. Thus the average wheat crop for the five-year period 1898-1902 was 633,000,000 bushels and for the five-year period ten years later

1908-1912, it was 667,000,000 bushels, an increase of about 5 per cent. But the farm price increased 50 per cent., from an average of 60 cents a bushel to an average of 90 cents. On the same basis corn shows an increase of 33 per cent. in quantity and 50 per cent. in farm price, and potatoes of 56 per cent. in quantity and 30 per cent. in price. Up-to-date details of price and production are not available for the many farm products that are included in the list of articles of daily household consumption, but the housekeeper does not need to be told that she is paying fully 33 to 50 per cent. more for fresh fruits, vegetables, butter, eggs, cheese and numerous other commodities than she did ten years ago, although many of those who pay the bills do not seem to know that a large part of their money goes to the worthy farmer rather than to the baneful "trust."

The figures concerning beef cattle and the conditions affecting the sale of beef on the block quite effectively prohibit any accurate concise presentation of the influence of farm values in relation to block prices, but cattle appear to be worth about one-third more than they were ten years ago. The change in price of lard, hams and bacon can be more definitely located. A hog on the farm is worth a good bit more than twice what he was ten years ago. Our cotton goods cost us more money now than they did ten years ago, largely by reason of the fact that the plantation price of raw cotton has in that time practically doubled.

The latest census statistics of the production of dairy products are admittedly inexact, but the general statement is made that "the combined farm and factory production of butter was 1,619,415,000 pounds in 1909 and 1,491,753,000 pounds in 1899, an increase of only 8.6 per cent. in quantity to supply the requirement of a 21 per cent. increase in population. It would make no difference in the price of the commodity, for the reason that there is no appreciable surplus supply in any other country; but butter should certainly go on the free list, for moral effect if for no other reason. The egg situation is to some extent explained by the statement of the bureau that "the average value a dozen as reported by the farmers increased from \$0.111 to \$0.193." The egg crop, partly estimated, is reported as 1,293,662,433 dozen in 1899 and 1,591,311,371 dozen in 1909, the respective total values being \$144,240,541 and \$306,688,960. It is to be remembered that prices here quoted are prices on the farm and not in the store. A part of the increase in the cost of clothes and blankets may be attributed to the fact that the average price of a pound of wool was \$0.165 in 1899 and \$0.226 in 1909.

In this light the farmer appears as a notable beneficiary of price increase in recent years, but it is as untrue that all of the increase has gone into his bank account or his assets as it is that the duty on manufactures goes only into the pockets of the manufacturers.

The attitude of the present Congress, with its promised downward revision of the tariff, toward the agricultural schedule will be watched with as much interest as its struggles with the woolen schedule, the cotton and the metal and chemical schedules.

Our Sense of Justice Growing

THE first step in establishing peace is to establish justice. In his address as presiding officer at the Lake Mohonk Peace Conference, Dr. Lyman Abbott attributed the progress toward world peace during the fourteen years since the First Hague Conference to the fact that the movement has been one not primarily for international peace but primarily for international justice. This sense of justice has not yet been so fully developed as to be above the influence of racial, religious and national prejudices. Accordingly the world is not yet ready for disarmament; the powers are not yet prepared to trust to the sense of justice, as it now exists, every possible cause of dispute that may arise among them.

Very pertinently did Dr. Abbott point out also the necessity of respecting the treaties we now have, before seeking to negotiate general arbitration treaties. "It cannot be too strongly affirmed," said the speaker, "that it is worse than useless to make a general arbitration treaty and then, when any conflict arises which arouses popular prejudice and excites popular clamor, disregard our treaty obligations on the ground that it is either not consonant with our interest or with our honor to submit the question to a foreign tribunal." Recent events illustrate the point.

A feeling of patriotism supports those who take the position that the Panama Act exempting coastwise vessels from paying tolls is within the Hay-Pauncefote treaty, although Great Britain seriously objects to such an interpretation. Racial prejudice in California caused the legislature of that state to initiate legislation which would have been in conflict with our treaty with Japan, and although the bill seems to be within the terms of the

treaty, the whole Japanese people have been made to feel that the spirit of the treaty has been violated. Consequently the cordial relations between the two countries have been seriously disturbed.

The United States is less liable than any other great power to become involved in international disputes. Until, however, we have learned to respect thoroughly existing treaties and to rise above any sort of national or racial prejudice in their interpretation, we are not ready for disarmament and the creation of a permanent court for the settlement of all disputes among the powers. That is the goal of the peace movement, but respect for existing treaties and the creation of a sense of justice among the nations is the task immediately at hand.

The Butcher!

A GOOD word for the butcher! He needs it. Perhaps he deserves it.

Nobody seems to like the occupation of the man with the bloody knife. The vegetarian despises him. Children fear him. Women watch him wield the cleaver and hold their breath.

Men facing the butcher at the block regard him with the kind of pity they feel for an executioner.

Somebody must do the butcher's work. But is it such a bad job after all? The butcher of the market stall does not kill the cattle whose steaks he sells. He does not wring the necks of the chickens or behead the turkeys. Somebody else does that.

The butcher of the market is not the brute his common name implies. Usually he is a kind-hearted, good-natured, round-faced son of toil giving good honest weight, serving a cut oftentimes to a customer whom he knows can not or will not pay, donating many a soup piece to a poor and deserving family and always sparing a bone for a stray dog or cat.

The butcher is a tidy and an orderly person. His well-kept meat market has no sinister aspect. The aroma of the sawdust on the floor lends the freshness of the woods to the place. The regular rows of clean dressed poultry hanging behind the butcher and the substantial joints lying before him ready for the knife and saw are so fresh and appetizing that if you like the flavor of a good table, they give you a consuming appetite for a savory fricassee, a juicy roast, a well-browned chop or a tender steak.

Give the butcher the glad hand. There are many who do less good and much more harm.

The Plain Truth

GIRLS! Don't fail to read the opening chapter of Reginald Wright Kauffman's startling story of the girl who went right. The first installment of "For the Sake of Her Soul" will appear in LESLIE'S on June 26th. Subscribe now!!

GOOD! It will hardly be believed that there are millions of acres of land in the great State of New York going to waste while they could be made available for tree planting. These waste places are to be restored and the lumber and wood pulp industries are to be revived, thanks to the action of Governor Sulzer in signing a bill appropriating \$250,000 for the erection of buildings for the New York State College of Forestry at Syracuse University. There are upward of 160 students at this college and a ranger school is conducted in the Adirondacks for the training of practical men. The governor has named a practical wide-awake board of managers for the forestry college and the good work it will do in the interests of the public welfare will abundantly justify his action. It is a most practical step in the work of conservation.

OYSTERS! Lovers of oysters as a succulent, delicious food should feel reassured. Sensational papers have done their best to ruin the appetite for the delicious bivalve. It is refreshing to find Dr. Wiley's successor at Washington, Dr. Alsberg, sounding an encouraging note. He told the oyster growers' association recently that the Department of Agriculture, under Secretary Houston, would begin a systematic, sanitary study of the entire question of oyster production, and thus restore public confidence in an article of food that is cheap, healthful and abundant. Dr. Alsberg said there was more danger of

typhoid fever from impure milk and water than from oysters. It is certainly refreshing to find the Department of Agriculture under the new administration engaged in the work of restoring confidence in our food supplies instead of following the bad example of Dr. Wiley in too many instances. Dr. Alsberg, Wiley's successor, seems to have the right idea of the sphere of usefulness of his bureau.

WORK! Croakers to the rear. Too long has our patience been abused by those whose only cry is that no longer does the poor man have an opportunity in the United States. Father Bernard Vaughan, the English Jesuit, who has traveled thirty thousand miles throughout the United States, thinks differently. On his return to London he declared in his first lecture, "I do not know any land on earth where in exchange for an honest day's work you will get a finer living wage." Asked if he would recommend the workingman to go to America he replied that he would recommend any man to do so who was willing to work and determined to make his way, and that such a man was bound to succeed. Father Vaughan knows the condition of the workingman in England and on the Continent, and he has come into close contact with the life of the people in this country. His conclusions are identical with those of every one who is familiar with the lot of the workingman in the United States and in the rest of the world. If a man hasn't a chance here, he has it nowhere.

WRONG! There must be something radically wrong with the foreign correspondence of some of our great newspapers. Perhaps the cable is unreliable or perhaps the correspondents are careless. Recently cabled interviews in some of the leading New York newspapers have been challenged by three prominent Americans—Mr. Jacob H. Schiff, the banker; Ambassador Page, and Mr. H. P. Davison of J. P. Morgan & Co. Mr. Schiff says he refused to see the reporter, but the interview was cabled all the same. Mr. Davison was represented as having reflected on President Wilson's administration, and having made a particularly unkind reference to Secretary of State Bryan. He promptly repudiated the entire interview, and Secretary Bryan with commendable courtesy, accepted the denial. Those who know Mr. Davison, his habitual reticence and his natural conservatism, felt when the interview was printed that it must have done him injustice. Allowance must be made, of course, for the haste with which news is gathered and transmitted, but there is no excuse for misrepresenting the attitude of business and public men toward matters of prime importance.

TEXAS! The great State of Texas has the resources of an empire within its State lines. Its hands have been tied, however, its development handicapped, by some of the narrowest, most restrictive legislation that has ever afflicted any State. The *Current Issue* of Austin, Texas, commenting on an editorial in LESLIE'S upon the great possibilities of the South in the matter of development during the twentieth century, deplores the foolish, restrictive legislation under which Texas has had to labor. The *Current Issue* declares that prosperity awaits as soon as the people "serve notice on all who want to represent them in law-making bodies that the war on railroads and other forms of investment capital is over; that fads, frills and frenzied regulation for every detail of life are not wanted; but that sensible and liberal and just treatment of capital and enterprise is wanted and demanded, that mining and manufacturing and all forms of material development, must be encouraged by a sound public policy and sensible laws." What Texas needs, and what many of her citizens desire, is a constructive program that will invite enterprise and give to her the position which her size and natural resources merit.

GENEROUS! It is said that the estate of the late Henry M. Flagler, who recently died in Florida, is valued at from \$60,000,000 to \$100,000,000. It represents his ownership of the Florida East Coast Railway and its system of magnificent hotels, and his interest in the Standard Oil and other prosperous corporations. This vast estate, which eventually goes to Mrs. Flagler, is wisely left, meanwhile, in the hands of three of Mr. Flagler's former closest business associates, as trustees. These are

J. R. Parrott, the able president of the Florida East Coast Railway; Mr. W. H. Beardsley, of New York, who was for many years the personal representative of Mr. Flagler in financial matters, and Mr. Wm. R. Keenan, Jr., a brother of Mrs. Flagler. In their hands the great property will be assured of safe and conservative administration. The tribute paid to these trustees by their appointment was worthily bestowed. In addition to this acknowledgment of their faithful services Mr. Flagler left \$100,000 to Mr. Parrott, \$50,000 to Mr. Beardsley, and legacies of from \$5,000 to \$20,000 each to many other business associates. No man of wealth in this country was more considerate of those about him than was Mr. Flagler.

MISTAKE! We like Sam Blythe. We admire the *Saturday Evening Post*, of Philadelphia, but on the tariff question, we do not agree with either. We think Sam is unfair when he says, as he does, in a notable issue of the *Post*, that the Republican Party is dead and that its decline began with the making of the Dingley tariff. This is unjust to President McKinley and those other strong advocates of protection to American industries that were a power in his administration. Nor do we agree with our contemporary that the tariff has been manipulated and maintained by a few men as the basis for trusts which finally occasioned what Mr. Blythe calls "disorganized discontent." Let us be fair in the discussion of the protective tariff. The advertising pages of the *Post* testify to the prosperity which protection has brought to the American people. Note the prosperous concerns whose announcements it carries many of which are unjustly stigmatized as "trusts." Note the prices of the commodities these have been making. See if these prices have increased more than the prices of commodities produced on the farm, or more than the cost of labor. Read the history of our industrial growth and see whether the greatest expansion was under Protection or tariff reform administrations. Note under which wages were highest and working hours shortest. Let our readers, regardless of sympathies and prejudices, note the result of the present attempt to smash the protective tariff and see at the end of four years, or possibly two, what they have to report. In all fairness, Samuel, let us submit this question to the arbitration of the future.

LAWSON! A LESLIE'S reader in Newcastle, Ind., compliments us on our challenge to Tom Lawson to explain some of the stock deals by which he profited at the expense of the public. Commenting on the fact that no explanation was made by Lawson, our correspondent says: "I agree with the splendid editorial policy of 'LESLIE'S.' I have a firm and abiding belief in the integrity of American institutions and especially American 'business men both big and little. I am opposed to the 'philosophy and the preachments of the self-chosen 'demagogues of the present day. The sturdy logic of 'LESLIE'S' editorials affords me intense satisfaction and I 'take it I am a fair sample of the average American business man who has no axe to grind and wants only a 'fair break with his competitor. I agree with James J. 'Hill when he says we could lock the door of Congress 'for ten years and the country at large would be greatly 'benefited. It would seem in order to attain a place in 'the Hall of Fame that one should prance up and down 'and across the country periodically shouting amend- 'ments to the constitution and such radical propositions 'as more liberty in our jails, the bringing closer together of 'the crossties of the railroad that the going may be made 'easier for the ne'er-do-well, the substitution of the 'crowd in the court-yard for the judge and jury in the 'court-room in case decisions are not pleasant. Anyone 'who has a strong set of leathery lungs, long hair and a 'worried look can easily become a leader. The reason I 'like LESLIE'S is that it is against all such performances 'and persons. It has no 'remedy' save the belief in 'the everlasting integrity and patriotism of our people.' Those who believe that the American public stand unitedly behind the muckracking and yellow press are greatly mistaken. The people of this country want prosperity and they are getting heartily tired of the muckrakers, the trust busters and railroad smashers."

Big Business Helps Little Business

By EARLE WELBORN

IF the average newspaper of America were fair, or made any attempt to be fair, there would be small public outcry against monopolies and trusts, or against Big Business as a whole.

I do not for one moment wish to silence newspapers where they are calling attention to great crimes like child labor, but I do want to state positively that working conditions generally are better in plants operated by Big Business than they are where operated by small concerns.

There are two reasons for this: first, Big Business through its agents realizes that real factory efficiency and economy are only possible where working people can have pleasant surroundings and proper working hours and conditions; and second, Big Business has the capital to bring these conditions about.

No matter how humane in thought a small manufacturer may be, he cannot provide comforts for his employees such as are common in big factories. How many workingmen you know would rather work in a small factory? And ought workingmen not to be the best judges?

Isn't it a fact that the whole outcry in America against Big Business is the outgrowth of a theory that if men are given power they will abuse it? And have we not in real life exploded this theory time and time again? Why do men in high positions continue to say that if men are given control of large concerns they will use that power to raise prices, to limit production, or to abuse labor? The only

answer is that men in high places are often so cowardly that they do not dare to tell the truth. They are afraid of the yellow journals, of the long-haired orators of the street corners.

Big Business constantly exerts every effort to cut the cost of its product, paying well every man who helps cut that cost, and giving the consumer full benefit from the cut. Why don't they keep all the profits from cheaper production? Why don't they store the money away as we are told, they do? Simply because Big Business is just as afraid of competition as Little Business is, and knows that if costs are not kept down, if efficiency is not kept at its highest pitch every moment, competition will surely arise—as has been proven by more than one experience.

The United States Steel Corporation has been the subject of every demagogue's outcry, yet independent steel companies have been almost universally successful. Why is it? Because the steel business is peculiarly a business built on brains—special methods, special machinery, new chemical processes are the things which bring success, and no money monopoly can corner brains.

In the electrical business, the situation is the same. Three great companies dominate the trade in the eyes of the public. Yet hundreds of smaller companies are in successful operation all over the country—most of them making patented articles which the big companies cannot

touch, but many of them making standard motors such as the big companies make and selling in competition with the big companies with complete success, because of low expense and careful management in their factories.

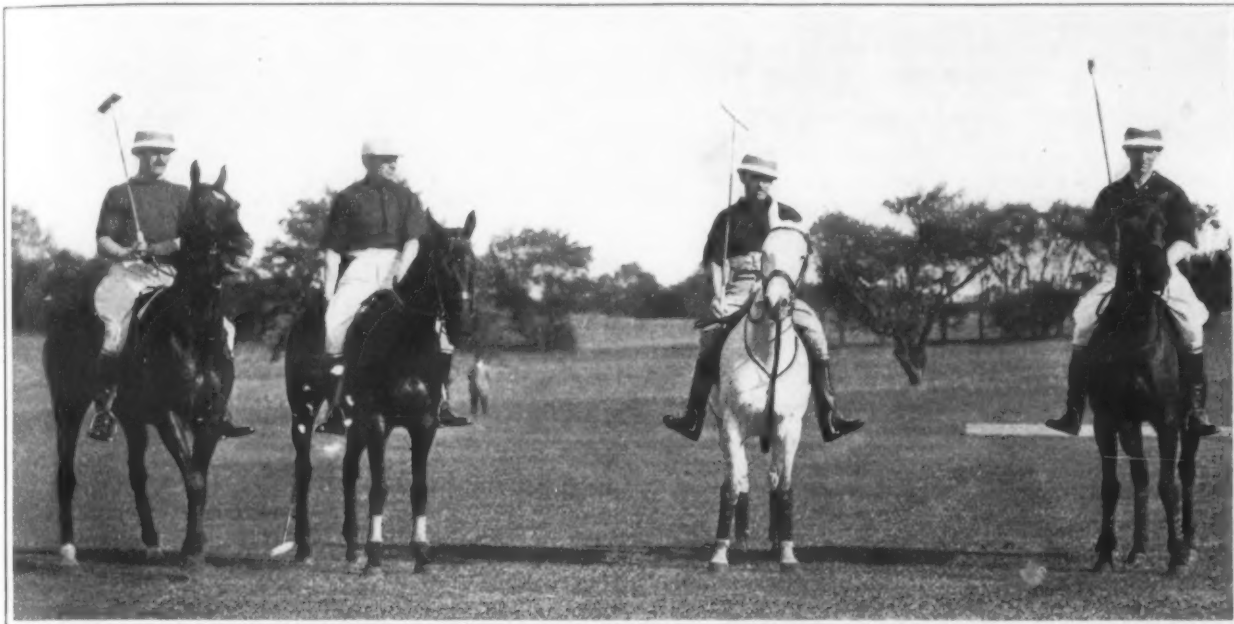
There never was a day as good as the present for the small business. The big companies by their very bulk make a quick moving, elastic, small organization able to cope with them in their own fields. Bankers and investors everywhere are putting their money into these small enterprises, confident of their safety and of good returns on the investment.

Big Business pays uniformly high wages everywhere, else it could not command the best labor, which it demands. The below-the-average man probably stands even a better chance in a big industry than in a small one, because the demands are varied and there is a place for all. The above-the-average man can, on the other hand, find unlimited opportunity for growth and for experience. Why, then, the outcry against Big Business? It comes from the accumulated imaginings of ignorance, fed with the poison virus of unclean journalism; it comes from the mouths of near-statesmen who seize upon its present popularity as a means of reaching the public eye without deep thought. And it is eating out the heart of Business, big and little.

Isn't there somewhere an editor or a statesman big enough to risk temporary ridicule, and the reviling of the mob, while he delivers a message of truth?

A Game of Horse Sense as well as Horsemanship

The Players in the International Polo Match, where the Skill of Ponies is as Important as that of Men



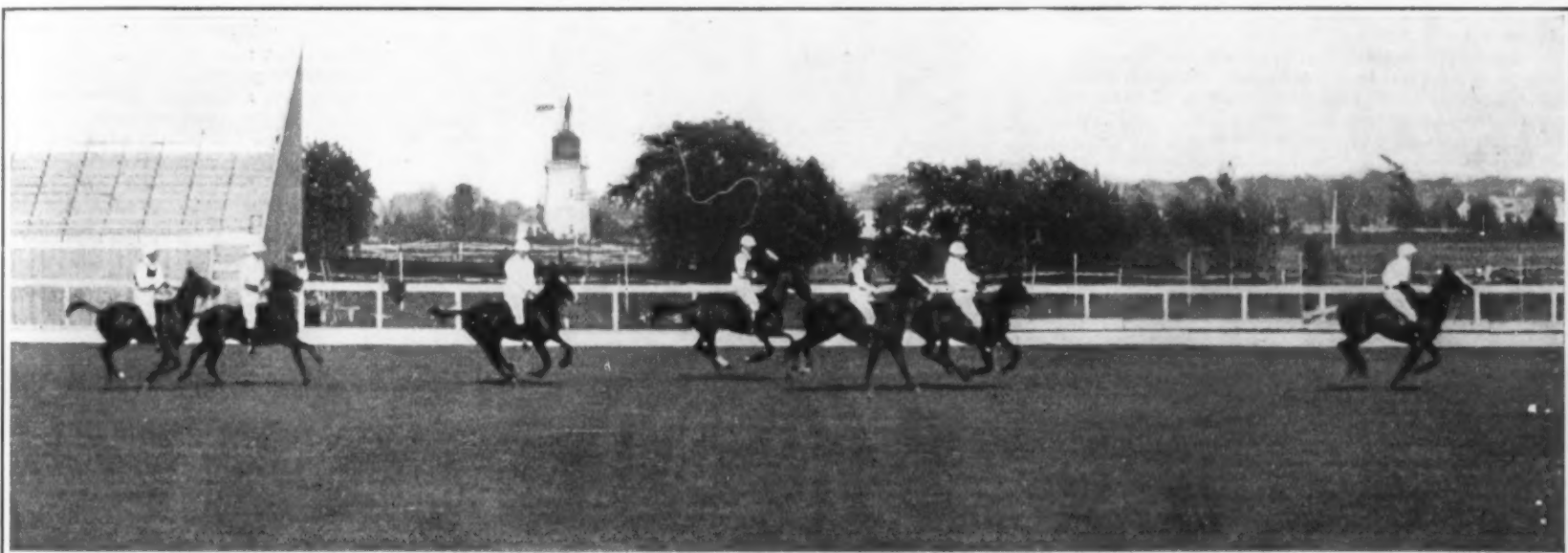
GREAT BRITAIN'S CRACK POLO PLAYERS HERE TO WIN THE CUP

Eight international contests have been held since 1886; of these England won four. Having lost last year's match, four Captains of the British Army (accompanied by substitutes and beautifully trained ponies) hope to win again for England.



CAPTAIN E. D. MILLER

A substitute player who has charge of the English players' fine troop of ponies, valued at \$100,000.



A PRACTICE MATCH OF THE AMERICAN PLAYERS WHO WILL DEFEND THE WORLD'S POLO CHAMPIONSHIP

It is some distinction to "beat the English at their own game," as it would be for a British baseball team to sweep all the honors of the diamond. The final result will be watched with intense interest on both sides of the Atlantic.

A Terrible Exposure of Vice in New York

By CHARLTON B. STRAYER

THE trouble with most reform movements is that they are spasmodic, their force soon spent. This has been particularly true as to efforts for the suppression of commercialized vice. Those engaged in the various phases of the social evil have had little fear of reformers who do not keep up the fight. For awhile they may have sought cover, but always with the expectation of plying their nefarious trade when the wave of reform blew over.

To Mr. John D. Rockefeller, Jr., belongs the credit of inspiring a new form of vice crusade, characterized by permanency, scientific accuracy and business efficiency. No mere reform wave is this, but the most relentless attack ever made upon the strongholds of commercialized vice. Mr. Rockefeller's interest was awakened in connection with his work while he was acting as foreman of the Special Grand Jury which in 1910 investigated the white slave traffic in New York City. At the close of its labors one of the recommendations of the jury was that a public commission be appointed to study the evil. Those interested became convinced, however, that a public commission would be short-lived, as had been the case with similar commissions, and that its work would soon be dissipated. Mr. Rockefeller, accordingly, effected two years ago the organization of the Bureau of Social Hygiene and under the title "Commercialized Prostitution in New York City," the Bureau has just issued the first of four volumes giving the results of its studies of its investigations. Mr. Rockefeller has written the introduction to the first volume, and in the closing paragraph expresses the purpose of the whole undertaking. "In conclusion it should be stated," he says, "that the spirit which dominates the work of the Bureau is not sensational or hysterical; that it is not a spirit critical of public officials; but that it is essentially a spirit of constructive suggestion and of deep scientific as well as humane interest in a great world problem."

The book reports a careful investigation by competent persons under the direction of Mr. George J. Kneeland (who had previously managed the inquiry of the Chicago Vice Commission) into every phase of commercialized vice in New York City. It presents fully and clearly the actual conditions as they now exist. The list of subjects treated shows the wide range of the inquiry. Vice resorts—parlor houses, tenement houses, hotels, furnished rooms and massage parlors; places which cater to vice—saloons and their accessories, such as concert halls and cabaret shows, acting directly; and a second group—public dance-halls, burlesque theaters, amusement parks and boat excursions acting indirectly. The exploiters are mainly men, though women are also included. The names and addresses of over five hundred men so engaged have been secured, together with personal descriptions and the records of many of them. Other subjects are: Prostitute and customer, the business of prostitution and its cost; prostitution, the police and the law; a study of prostitutes committed from New York City to the State Reformatory for Women at Bedford Hills; preventive, reformatory and correctional agencies in New York City.

The chapter by Miss Katharine Bement Davis, Superintendent of the Bedford Reformatory, is a detailed study of 647 prostitutes committed to that reformatory, and is the most painstaking study ever made of so large a number of women. A startling feature of this investigation is that these 647 girls were all committed to Bedford before they were twenty years old, while thorough microscopical and other tests made by Dr. Archibald McNeil, of the Research Department of the Board of Health of New York, brought out the alarming fact that fully 90 per cent. were diseased.

A superficial criticism of the report will be made because it fails to draw conclusions or to suggest remedies. For example, in dealing with the "prostitute, the law and the

police," the reports of the police and those of the experts employed by the Bureau of Social Hygiene show marked differences. These are tabulated in adjoining columns, but no accusations of inefficiency or dishonesty or collusion are brought against the police. The facts speak for themselves, however, and the conclusion is irresistible that something is wrong with our police system. The purpose of the Bureau is to reveal actual conditions first of all and to refuse to make accusations against public officials or to formulate policies until all the facts of the many-sided study of the problem are in. It is this which gives it its value as a piece of reliable work.

This is but one of four volumes to be issued. Mr. Abraham Flexner, well-known for his reports on the medical schools in this country and in Europe, has been investigating the social evil in Europe and the methods there used in dealing with it. The second volume, entitled "Prostitution in Europe," to be issued in the fall, will give the results of his study. Mr. Raymond B. Fosdick, former Commissioner of Accounts of New York City, is now in Europe studying the methods of European police systems in dealing with the evil. A report of his investigations will constitute the third volume. A fourth volume will deal with prostitution as it exists in various cities in the United States and special methods employed in combating it.

When all the facts are in which these successive volumes will bring to light, the time will then be ripe to decide upon needed legislation, police reorganization and other features of a campaign designed to stamp out commercialized vice. A comprehensive, permanent crusade against prostitution has never yet been evolved. The scientific studies conducted by the Bureau of Social Hygiene give promise, for the first time, of accomplishing this result. No transient reform wave is this, but a fight to the finish. Let the exploiters of prostitution take notice that in this fight the reformers do not propose to come out second best.

Can the Filipino Stand Alone?

By HON. J. SLOAT FASSETT

ARE the Filipinos really adequately prepared for the limited independence proposed by the Jones bill to endure for eight years, commencing July 4, 1913; and is there ground for a sane belief that they will be ready for the absolute independence provided to begin on July 4, 1921? Upon the answer to this one question hangs the solemn responsibility of the Government of the United States.

Doubtless a great majority of Christian Filipinos hope for an independence based upon American protection, but the property-owning and conservative, even among these, do not want it now. The bare ideal of independence, uncoupled with any discussion of its burdens or responsibilities, has been passionately presented to those of the people who could read and to most of those who cannot, in connection with a persistent and petulant campaign against everything and everybody American, by a small but aggressive group of Filipinos who are political agitators and adventurers by profession. This element has checked anything approaching a free expression of native opinion, by many well-known Oriental methods of repression and intimidation.

These restless agitators—among whom are some estimable men and, unhappily, some men of desperate fortunes—hope, out of the inevitable chaos incident to so great a change, to improve greatly their own personal fortunes. Led by these plausible artists in the glowing rhetoric of professional patriotism is a large body of the ignorant masses of the people, and the masses are as a rule very, very ignorant and credulous. These, from the habit of centuries, are accustomed to blindly follow the lead of their local headmen or caciques. (For the present we can pass over those Americans who advocate immediate separation for reasons of alleged national American expediency or party policy.)

Against Filipino separation at this time, under the terms of the Jones bill, must be counted almost without a single important exception all resident Americans; all business men, teachers, clergymen, missionaries, priests and journalists; all Spaniards, Chinese and Moros, and many of the more enlightened Filipinos. Many who cherish the idea of ultimate independence prefer the continuance of American control for an indefinite period until there are convincing evidences of a general preparedness among a reasonable majority of the Filipinos. Even among those who profess a desire for immediate independence there is the notion that, of course, in a misty unexplained sort of way, the powerful guidance and protection of the United States will (at least as to foreign relations) continue even after separation. In other words, power to hold and enjoy the opportunities of actual government unhampered by necessary considerations of responsibility is more attractive than power plus the trouble, expense and danger of serious national and international responsibility.

The assumption, and all too frequent assertion in the United States, that the opposition to Filipino independence comes chiefly from greedy and selfish soldiers of fortune or business promoters who want to be protected by American power while they securely pluck the Filipino goose, is an inverted presentment of the real facts in the case. While there is no room here to detail the actual achievements of Americans in the islands, it might as well be stated that history will be searched in vain for a parallel to the honesty, efficiency and unselfishness of the work in all departments performed by our own countrymen during the short fourteen years of our occupation. The vital fact is that there are as yet only the feeble beginnings of a Filipino people. There is only the commencement, crude at the best, of a coalescence of Tagalogs, Visayans, Ilocanos, Bicolos, Pangasinans and the many other types into a common people. There is no common language, no language spoken in common even by a majority. There is no public opinion or means of forming or expressing a public opinion, and nothing at all approaching what we understand by national feeling or race consciousness. There is lacking as yet any adequate means for gathering or transmitting news or exchanging and comparing views. A beginning only has been made.

No merely human agency could in fourteen years have transmitted these various peoples into a State capable of self-government. There is every hope that it can be done with time and patience. Possibly it might be reasonably far advanced in two generations to justify partial separation; but to enact the Jones bill as it now stands, and as the islands now are, would be not merely a mistake but a crime. There is no form of government requiring higher qualities of mind and morals in its citizenship generally, than that of representative democracy. But the vast majority of these people are pitifully ignorant. They can neither read nor write, nor have they ever had any training whatsoever in the art of governing.

A narrow circle of Spanish-speaking Filipinos—mostly of mixed blood, by the way—are charmingly eloquent as to the readiness of the Filipinos for independence; but readiness should not be by any means regarded as synonymous with preparedness. The overwhelming majority of the people have always been accustomed to a strong-arm government by a few of foreign or half blood, and to the absolute dictation of local headmen. They are perceptibly improving, but they have, after all, come only a very little way toward the fulness of the stature requisite for self-government. They are still the unquestioning followers of local leaders; they are still the easy victims of adventurous spirits, either by way of political or business exploitation. Seven-eighths of them (or over seven millions) still eat with their fingers out of a common bowl, and up to the present time there has been nothing to indicate on their part any conception of the true nature or

purpose of civil government. In one province not far from Manila, out of twenty-six presidentes of communities only eight could either read or write English or Spanish.

The firmness, justice and general beneficence of American control is generally admitted and greatly appreciated by the masses and they would greatly prefer, if left to themselves undisturbed by the intrigues and agitations and threats of professional political adventurers, a continuance of American control. And by the way, it is a significant fact that natives and others who hope to continue to live and do business in the islands are exceedingly timid about opposing independence. They fear for their property and for their lives. They have a lively recollection of what happened under the short-lived "republic" of Aguinaldo. The fruitage of fourteen years of educational and missionary work, of fourteen years of excellent civil administration is beginning, but only beginning, nicely to ripen. Hope and the faint dawn of an incipient civic consciousness is just now appearing. Security in life, in health, in liberty and in property is just becoming convincing. Good laws, good roads, excellent sanitation, improved transportation and agriculture, extended schooling (including arts and trades and cottage industries) are slowly



HON. J. SLOAT FASSETT
Former United States Congressman from New York, who has recently returned from a trip around the world. He made a careful study of conditions in the Philippine Islands, and the convictions here expressed are the result of that investigation.

lifting the toiling masses to a plane from which are becoming visible still better things for themselves and their children. They all know that all these good works are sure to continue under American rule and all know just as well that to hope for their continuance under "independencia" is to hope against all past experience.

As a matter of fact the masses of the Filipino people are not so well prepared for self-government as the American Negroes were when Sumner forced the fatal gift of premature suffrage upon them. If these peoples are to be cut adrift before they are strong enough to digest the strong meat of independence—before they can be unified by a common language, a common religion, a common feeling of nationality, into a civic integer realizing a common weal—we should be guilty of having lifted them a little way toward the light only to relegate them to a deeper darkness than that from which we so boastfully rescued them.

The Philippines as territory we can get on very well without; the treasure we have spent, the blood of our brave soldiers, the devoted love and sacrifices of our teachers and preachers, the enlightened administration of our island rulers may be rolled up like a scroll and gather dust forever in the archives of the forgotten. But to abandon the Filipinos as they now are, to themselves, to their inevitable reversion to another long night of retarded growth and negative opportunities, to the greedy palm and lustful hand of the eagerly awaiting exploiters of the weak—to surrender these trusting dependents to the control of the crowd so fiercely clamoring for them—would not be so much an error as an inexpiable tragedy.

There is no longer any money cost to us, save the difference of cost in maintaining our army and navy here or elsewhere. In all respects the Philippine Government is self-sustaining. There is a cost in effort and in responsibility. Driven by fate, we came here; compelled by strategy, we sat down here. Having conquered the islands by arms, we paid for them in money. We accepted title and by treaty assumed to all the world the unavoidable responsibilities of ownership and control. Thus far, though with some grimaces and some unnecessary protestations and untimely promises, we have begun a noble work—but only begun it. To stop now is like declaring a child's education complete at the age of five years.

When the children of school age can be taught in school; when security from lawlessness is established on a sound basis in every province; when at least a majority of the people can read and write in some tongue; when peonage has yielded to peasantry; when an ideal of government as something to live for and under, and not upon, has penetrated the hearts of at least a few; when something at least faintly resembling an enlightened public opinion has developed; when genuine respect for law shall have replaced the present groveling fear of law; when fitness for independence shall have been achieved in the hearts and concepts and character of the people;—then, and not until then, can conqueror and conquered shake hands

in amicable farewell and America, with honor and pride, launch the Filipino Ship of State into the always troublesome waters of separate national existence.

The agitation for Filipino independence, so far as these islands are concerned, is wholly by and in the interests of a limited but highly intelligent coterie who seek the opportunities of office or hope each for himself to be the new Presidente. The unforgotten lootings and private vendettas of Aguinaldo's short-lived regime allure these would-be exploiters onward. One very wise Filipino recently remarked: "If it were made a condition of independence that none of the men openly advocating it could hold office under it, the agitation would at once and forever cease."

Many Filipinos say that they look forward with hope to a day when their people will be far enough advanced for independence, but that at least one and, far better, two generations should be passed under American tutelage before attempting it. They say they can fit themselves more quickly under American leadership. They fear the sanitation rules would be broken, the good roads neglected, the schools fail of adequate provision and the general advance of the people in agriculture and industrial pursuits be checked. They fear their own new rulers would be more interested in power and place for personal profit than in policies for general welfare, and this fear has a solid foundation in actual practice.

Some day there will germinate and develop a better condition of mind concerning the real meaning of office, and the proper relations between individuals and the State. But as matters stand today, it would be like substituting wolves for shepherd dogs to guard sheep. Instead of liberating these people, the Jones bill would plunge them into turmoil and deadly strife. It would set back the clock of progress for many generations. Premature independence is precisely what the exploiter wants. Unpreparedness of the people is precisely his opportunity. So we find him invoking the artful and deceptive slander that only mercenary filibusters are opposing independence, and the equally artful and untrue statement that here is a free and enlightened people clamoring for autonomy.

Previous to the Spanish occupation that endured say 350 years, there was no education or written language even. All the education the masses have is what in fourteen years the Americans and the revived Church schools have been able to impart. These are very important facts. With all their hard work, the Americans even at present are unable to provide for over thirty per cent. of the children of school-age, and among the savage tribes for less than ten per cent. The total number of schools is 3,685, and the average daily attendance during 1912 was 329,073. In 1903 the Archbishop of Manila estimated the educated people of the islands at 7,000. This doubtless is too conservative but 20,000 would cover today all persons in the islands who could by any fair interpretation be called educated. To this may be added the graduates of schools of secondary rank or higher under American occupation. That would make say 25,000 who could be called without too great violence "educated." That means about one-third of one per cent. of the Christian population, and naturally a less percentage of the whole population.

Under the Spanish occupation it is variously estimated that between 5 and 10 per cent. of the Filipinos could speak Spanish. The same percentage will cover all who today can speak or read, to considerable degree, Spanish or English. There are ten distinct tribes and many variants. There are forty separate dialects or tongues. There is a deadly hatred and fear between Moros and Christians, and a fear between the pagans and Christians, and a sensitive jealousy between Christian tribes which in the absence of a strong central government would result in very unhappy conditions. For fourteen years these various peoples have been in contact with Americans. Previous to that, for 350 years, they were under Spanish misrule; previous to that, under tribal rule. So they have had small practice in any popular governmental arts or principles. Just these facts explode the wild and eloquent assertions of either Filipinos or Americans who have the audacity to seriously propose these interesting people as prepared for self-government.

There are in addition, in the Philippine Islands, 14,093 Chinese—and very active and able they are, too; also very bitterly opposed to independence. They have a keen remembrance of Aguinaldo's reign. There are about 3,000 Spaniards and 1,200 of all other nationalities; and outside of officers and enlisted men, there are about 5,000 Americans. Most of the business of the islands is conducted by the Chinese and Europeans and Americans.

A few Filipino families are wealthy and some very few have large landed estates. The overwhelming body of the people are hard-working, ignorant toilers whose development into a progressive people was never undertaken until circumstances drove us across the sea to attempt the difficult and interesting task. Although we are the latest colonizing nation, our work in the Philippines is one of which every American may well be proud, and for which in his deepest heart every Filipino should be grateful. If we persevere for a reasonable length of time, we shall succeed in establishing in the Pacific a homogeneous, happy, prosperous people, and deserve (even though we may not receive it) the gratitude of all future generations, and the admiring though reluctant approval of the civilized world. We can then retire with honor and credit and increased self-respect. But until such time comes, we should manfully stand up to the task which Providence has assigned us, and treat the Filipino as a human being and not as a political plaything.

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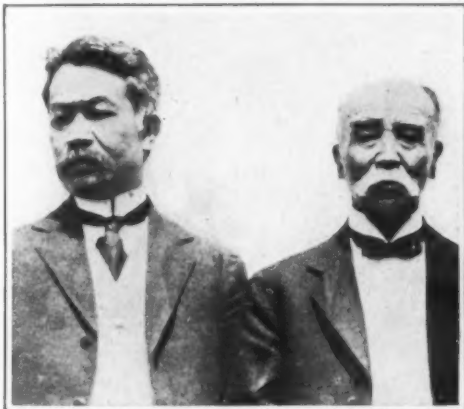
UNIQUE TRIO OF BABIES

These three little ones were all born within three weeks, but they are of three generations, the boy in the center being the uncle of the girl at the left and great-uncle of boy at right. They are the son, granddaughter and great-grandson of Nathaniel Luce, of Troy, N. Y. The babies are (left to right) Frances Mildred Morton, Frank Kenneth Luce and Earl Vincent Ashdown.



LUCKY ANTARCTIC EXPLORERS

Charles S. Wright and Frank Debenhan, members of the Scott South Pole Expedition, with their Siberian dogs, who lately arrived safe at San Francisco from their perilous trip. They are the first of the expedition to reach this country. Wright, it is said, was one of the relief party which found the bodies of Scott and those who perished with him.



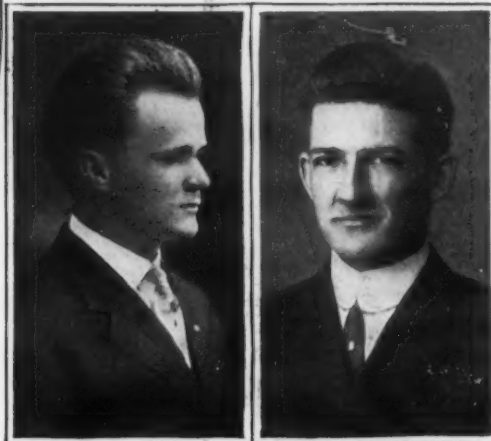
GUARDING JAPAN'S NATIONAL HONOR

A. Hattori, formerly a member of the Japanese Parliament, and Senator S. Ebara, who visited California to investigate the effect of the Allen Land Bill, recently enacted by the California Legislature against the protest of our national government. It seeks to prevent Japanese from owning land in California, and it created much ill-feeling in Japan. Mr. Hattori was a student at Princeton University while Woodrow Wilson was President there.



IN HER SECOND CENTURY

Mrs. Anne Pouder of Baltimore, Md., who has just passed her 106th birthday and is looking forward to living many more years. She still takes a lively interest in current affairs.



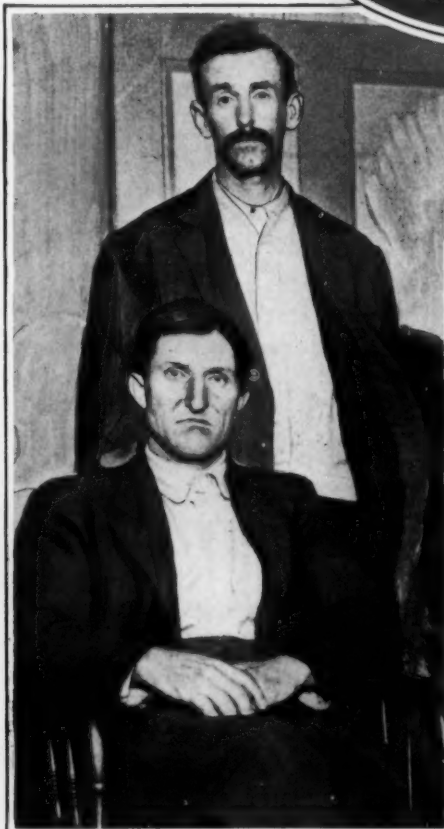
LAW MAKERS, THOUGH STILL IN COLLEGE

B. F. Tillar (at left), of Luling, Texas, aged 28, and Myron G. Blalock, of Marshall, Texas, aged 22, students in the State University at Austin, who were elected to the State House of Representatives from their home districts. After the legislature adjourned they resumed their studies at the university. Both were elected by large majorities.



WORLD'S RECORD MAKER

Philip Gleason Stiles, a 19-year-old cadet of the Culver Military Academy, Culver, Ind., who made a world's record for preparatory school men by going 23 feet 7 1/2 inches in the broad jump.



THREATENERS PUNISHED

Jacob Dunn and Seeley Davenport, mountaineers near Wharton, N. J., who were convicted recently of sending a letter to President Woodrow Wilson, while he was still Governor of New Jersey, demanding \$5,000 under pain of death. Dunn was sentenced to 5 years and Davenport to 2 years in State Prison.



SIX GENERATIONS IN ONE FAMILY

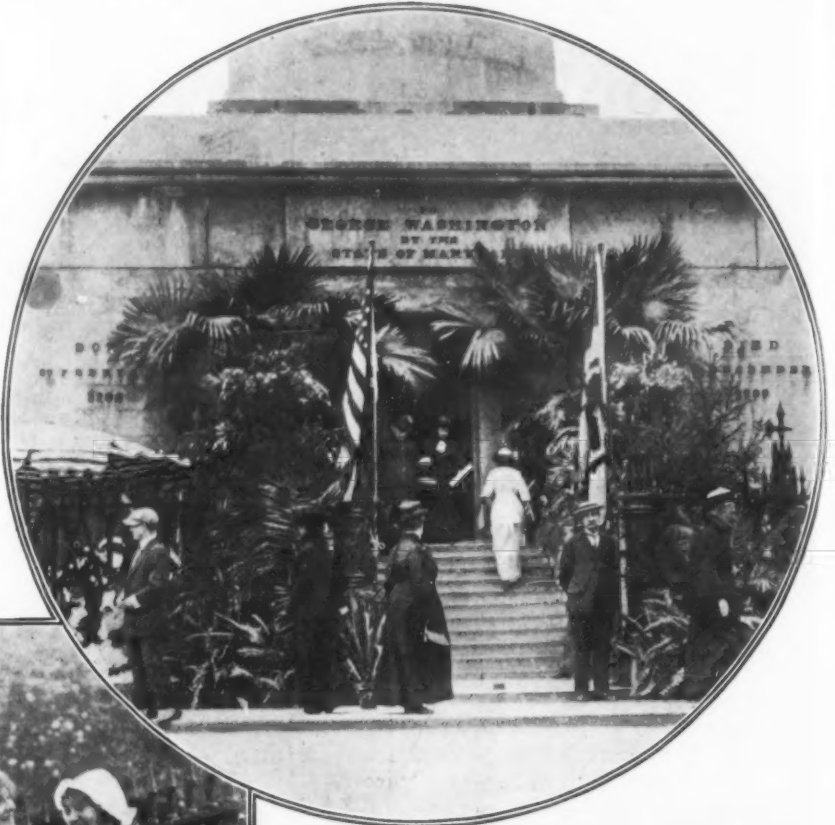
Mrs. Lyda Sprake, aged 101, of Milwaukee, with five of her direct descendants. Left to right, first row: Mrs. Lyda Sprake, born 1812; Mrs. Margarette Elder, born 1835; Mrs. Cora Gulley, born 1891; Naoma Gulley (infant), born 1912. Top row: Mrs. Rachel Goff, born 1851; and Mrs. Melissa Spaulding, born 1873. Mrs. Sprake has 153 grandchildren and is hale and hearty.



TWO LITTLE DUTCH KIDDIES
Little Miss Wirtz and her brother dressed to represent children of Netherlands peasants.

Baltimore's Great Civic Charity-The Flower Mart

Photos by MRS. C. R. MILLER



THE MAIN FLOWER MARKET
The big out-door flower shop was held at the Washington Monument. The picture shows the entrance to the Monument with the booths at its foot.



SOCIETY GIRLS IN DRESS OF OTHER NATIONS
Well-known girls in social circles of Baltimore acted as waitresses at the lunch booth; left to right, Miss Agnes Lurrman, Miss Chloe Cook, Miss Ellen Robinson, Miss Virginia Ambler, Miss Eleanor Carey, Miss Nan Hardcastle and Miss Caroline Wood.



THE "SWEETEST" BOOTH
The candy wagon of the big fair.



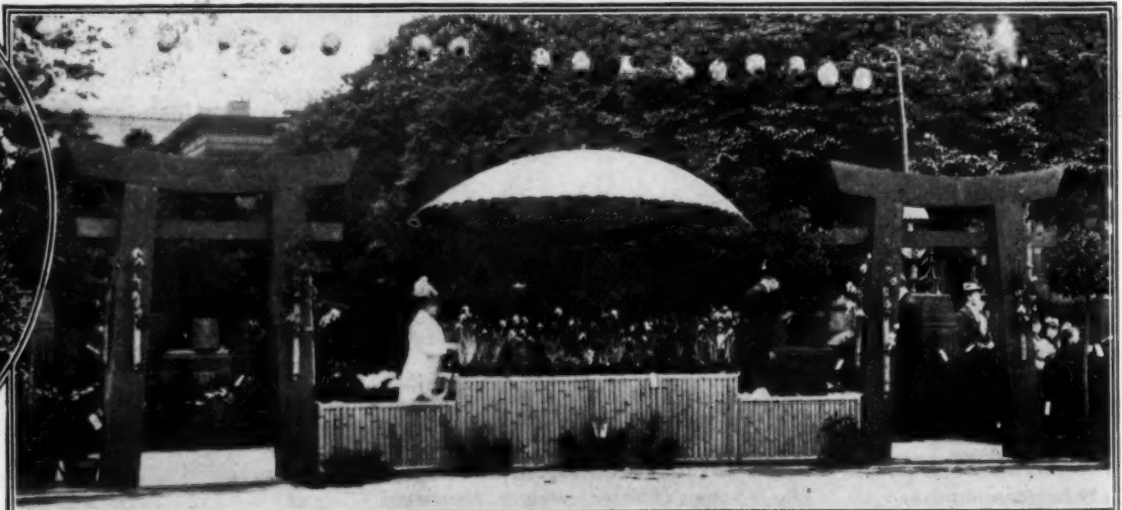
TWO LITTLE POST-CARD VENDERS
Miss Elizabeth Cugle and Master Walton Banks as Japanese children selling views of the city.



THE VEGETABLE WOMAN OF THE MARKET
Pretty Miss Adele Dohme disguised herself as an Italian peasant and sold vegetables from a push-cart during the flower market.



A PICTURESQUE BOOTH
One of the prettiest spots in the big flower market was this booth in charge of Mrs. James Swan Frick, a prominent society woman.



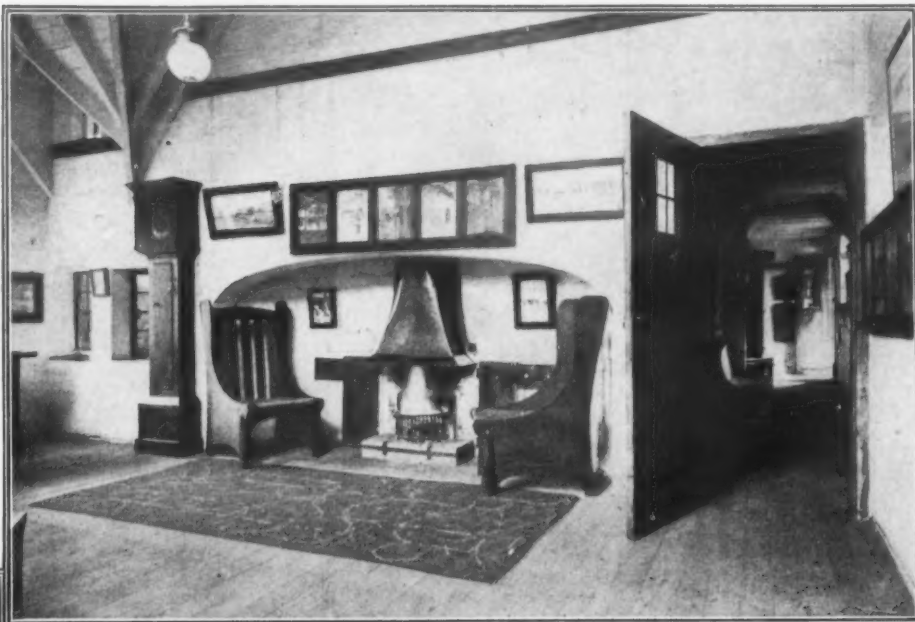
THE BEAUTIFUL JAPANESE BOOTH
This was about the largest booth at Baltimore's Flower Market held by the society women of the city, who dressed in different national costumes. The market was held under the auspices of the Civic League, the proceeds going to assist the poor to raise vegetables and flowers on the vacant lots in the poorer sections of the city. A large sum was realized.

How Some Bachelors Live

By ROBERT H. VAN COURT

THOUSANDS of unmarried men in New York and elsewhere, who prefer bachelor life or find its independence necessary for their work, have homes which are the envy of their men and women friends who are married, and these bachelor domiciles are of every degree of size and splendor from the merest little cubby hole in some old studio building to an elaborate apartment or an entire house with a retinue of servants. Perhaps the most interesting of these bachelor halls, however, are those which are the most unusual where some garret or unattractive room has been transformed into surroundings beautiful and homelike wholly without the aid of what is sometimes called the "feminine touch."

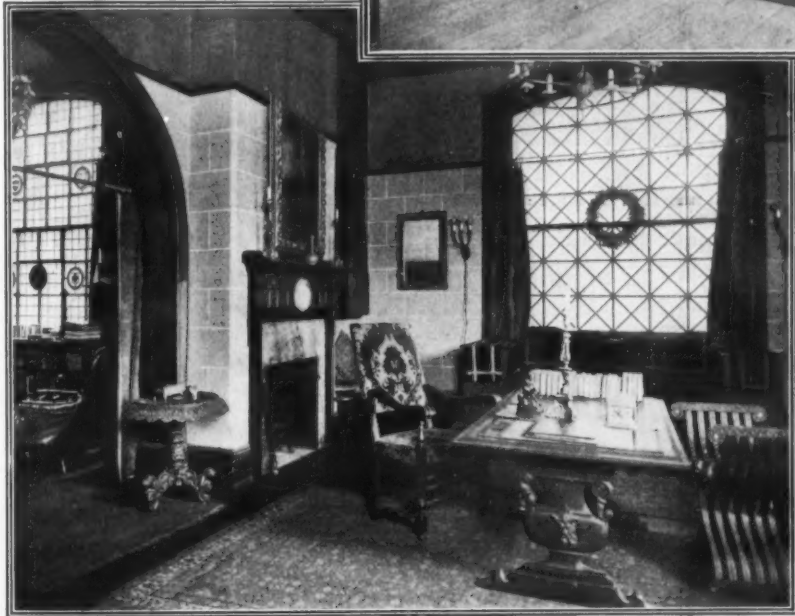
A man's surroundings are very apt to be an index, more or less complete, of the hobbies in which he indulges. If he is a hunter his rooms are probably adorned with antlers, skins and



and a taste of the wonderful things which our host, with the help of a chafing dish, never failed to produce.

Another man has arranged his treasures in two rooms, the walls of which are covered with the dull gold Japanese paper with which tea chests are covered. The woodwork has been painted dark green and draperies at windows and doors are of old blue velour. Italian chairs, a carved marriage chest, an old table and carved and gilded candlesticks and sconces give an Italian feeling to the room. A wide opening leads into an alcove arranged as a bedroom where a window opening into a light-shaft has been covered with a lattice of narrow, flat boards painted to match the woodwork which allows the light to enter and has taken away the dreary look which it originally presented. The furniture here is of "colonial" mahogany and the bed is covered with a dull blue and gold material edged with narrow bands of gold and yellow.

The surroundings of a literary man are always of interest, and in a small apartment far up town an eminent writer has installed and arranged



A room in "The Benedick," one of the oldest bachelor apartment houses in New York.

Even an old hay loft may have possibilities undreamed of by the average man or woman.

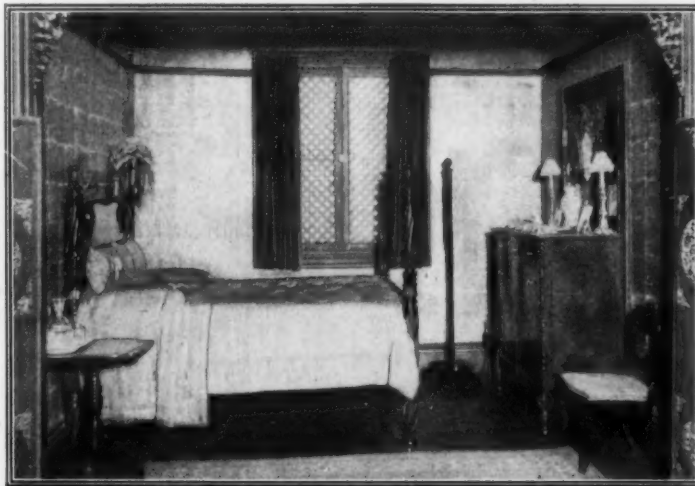


A corner in a study made from an old garret in New York's "Latin quarter," near Washington Square.

stuffed animal heads; if old books and first editions are interesting to him, treasures of this kind in their old bindings are apt to be conspicuously displayed. Several of the most beautiful houses and apartments in New York are the homes of bachelors—artists, architects or students, who in years of foreign travel have formed valuable collections of furniture, tapestries and other antique belongings which are used as decorations or household furnishing or in some cases are built into the structures themselves.

One very attractive apartment occupies several large rooms in an old building in the lower part of New York. Its owner is an artist and has arranged the rooms so that they present the effect of great space. The ceilings are quite lofty and to even emphasize their height, the walls have been covered with grey canvas marked off in lighter grey, to resemble stonework. Tapestries are hung upon the walls, old rugs cover the floor, and in the setting thus formed are treasures of old furniture—chairs, tables, chests, and pictures which are the fruit of many travels and sojourns in Italy. A dining room is filled with old Flemish furniture—a heavy gateleg table and carved oak cupboards and cabinets which hold treasures of porcelain, glass and old silver, and in a large closet, made into a kitchenette, are a tiny gas range, a refrigerator and the other devices which mean comfort at home.

One of the most interesting rooms in New York was the home of a bachelor in an old building near Madison Square, which has been recently torn down. His rambles in Spain had resulted in a collection of old furniture, embroidered ecclesiastical vestments and statuary of wood carved, colored and gilded, and a great fireplace reaching nearly to the ceiling was lined and faced with old Spanish tiles of yellow and blue and held some wonderful andirons of wrought iron. A door in one corner of this large study opened into a kitchen walled and ceiled with white enamel with furniture and cooking utensils also white. One of the pleasures of a winter's evening was a visit to this beautiful place



The effect of space in this small sleeping alcove is the result of a careful arrangement of furniture.



Endless possibilities await a man who lives in a garret over a garage upon a country place.

his household treasures. His study is lined with bookshelves, pictures and mementos of travel and the stage. The dining-room is hung with black burlap and finished in black wood against which are arranged wonderful Chinese embroideries in yellow and gold, old pictures in antique gold frames and an old brass hanging candelabra which is a relic of days spent in Antwerp and Bruges.

University students and college men sometimes have most attractive homes and these little abodes, like bachelor rooms everywhere, are apt to be found in most unexpected places. In a very old and interesting part of New York is a tiny "blind alley" where some old buildings have been made over into quaint and cozy studios and bachelor homes which are in a little world to themselves. Harvard students have made most attractive abodes in the garrets and upper rooms of old city residences in Cambridge or Boston. In Philadelphia some of the most interesting homes and apartments are tucked away in the narrow little streets which serve as alleyways between the larger and more important thoroughfares. Here the most unattractive garrets or lofts have been converted into the most delightful of living quarters, for ingenuity in arranging and taste in planning are vastly more important than the mere expenditure of money.

But the arrangement of bachelor rooms does not run wholly to decoration or to the accumulation of books and photographs. One such apartment, by reason of the company one is sure of meeting there, is the scene of most interesting Sunday afternoon receptions with music, tea and an open fire as attractions. Two bachelors in another apartment have been known to give dancing parties; another holds annual Twelfth Night revels in an interesting old world setting and one man is sometimes good-natured enough to lend his very attractive rooms to a woman friend for an afternoon bridge party. Still another bachelor with a penchant for traveling has turned his apartment over to a division of boy scouts for a scout "camp" and drill-room.

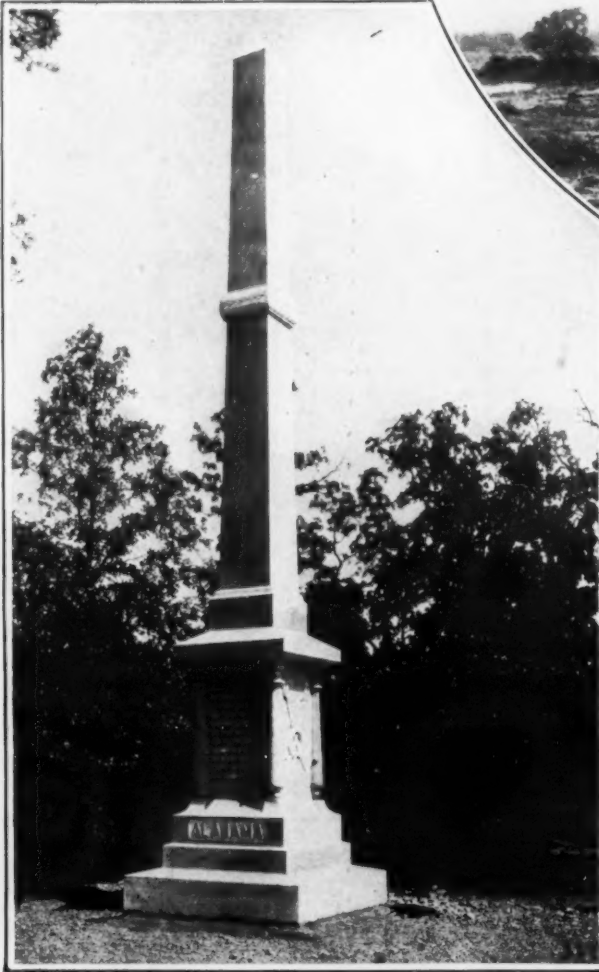
Pictorial Digest World's News



SMALL BUT ENTHUSIASTIC ALFALFA GROWERS IN MICHIGAN
School children celebrating "Alfalfa Day" with waving flags and singing "My Michigan" to greet the arrival of the alfalfa-demonstration party which recently made a state-wide tour.



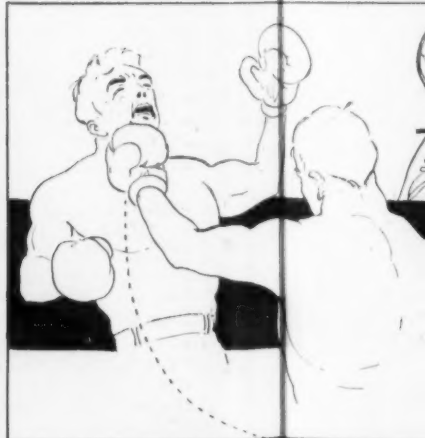
FLORIDA'S NEW MONUMENT AT CHICKAMAUGA
The great reunion of this year, the first to be held on one of the battlefields of the war between the States, was celebrated by the dedication of these two monuments to Southern troops, whose memorials are few.



"ALABAMA" — "HERE WE REST"
"In tender memory of Alabama soldiers who fought and fell . . . This shaft shall point to those exciting scenes and visions long since flown, for memory is the only friend that grief can call its own."



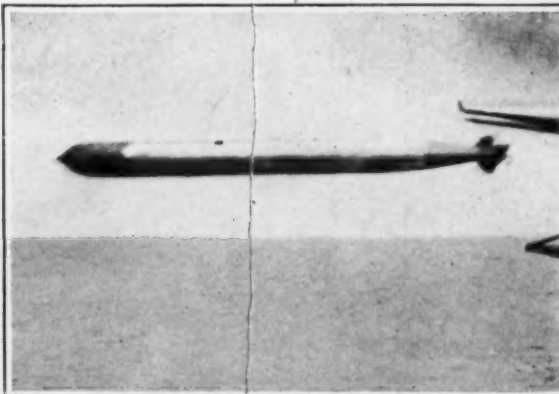
HOW TWO SHIPS WERE LOST
An experimental explosion of a submarine mine during the Turkish war in the Gulf of Smyrna, which killed the "Nevada" was recently wrecked with a loss of more than 68 lives. The Turkish officials say that the ships were blown up in the mined zone.



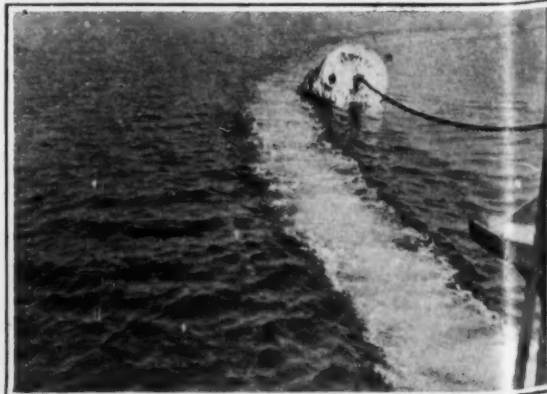
HOW LUTHER MCCARTY WAS KILLED
The white heavyweight champion pugilist of the world was killed in the ring, at Calgary, Canada, by a blow from the left hand of the challenger, the Irishman, James J. Brannan. The diagram shows how the blow forced the champion to fall backward and dislocated the spine at the fourth cervical vertebra. This is the twelfth fatal prize-fight accident during the past years and illustrates how brutal is the sport that is known as "the only art."



UNIQUE PHOTOS SHOWING HOW
A practice class of seamen gunners firing the torpedo, which is seen leaving the muzzle. It is fitted with a "gyro," which is supposed to keep the torpedo straight on its course while it is rushing through the waves.



THE U. S. S. "VESUVIUS" WAS ALMOST WRECKED AT NEWPORT BY ONE OF ITS OWN TORPEDOES
The torpedo in full flight, before taking to the water. It will then run 4,000 yards under its own control and at any depth of water desired, and with a speed of 27 knots an hour. In this case, a new "gyro" was being tried.



The mechanism failed to work properly and turned like a boomerang, as this photograph shows. It circled back and struck the stern below the water-line, opening up a seam that made it necessary to beach the ship.

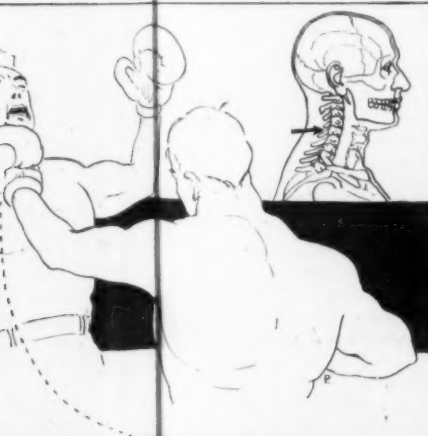


The building foundation was laid smoothly and smoothly.

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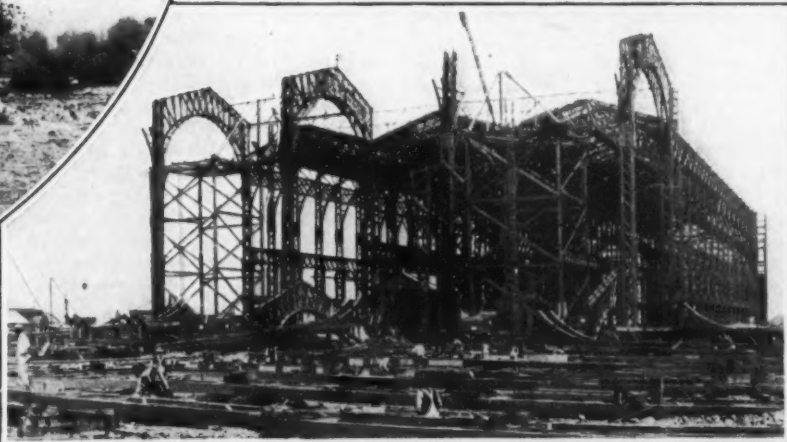
HOW TWO SHIPS WERE LOST
A fatal explosion of a submarine mine similar to those laid during the Turkish war in the Gulf of Smyrna, where the steamer recently wrecked with a loss of more than 100 lives. It was also blown up during the same week, with a loss of Turkish officials, that the ships were out of their channel and in the mined zone.



HOW LUTHER MCCARTY WAS KILLED
The heavyweight champion pugilist of the world was killed at Calgary, Canada, by a blow from Arthur Griffiths. The diagram shows how the blow forced the head back, dislocated the spine at the fourth cervical vertebra, the twelfth fatal prize-fight accident during the last few years. It illustrates how brutal is the sport that masquerades as "the manly art."



AMERICAN BOY SCOUTS ON THEIR WAY AROUND THE WORLD
A fine-looking delegation which started from San Francisco and is now in London, on its way to Australia to return the visit made by Australian Scouts last year. Most of them are musicians and they give concerts on the way.



A FRAME BUILDING COVERING EIGHT ACRES
The mammoth Machinery Hall, of the Panama-Pacific Exposition, which will be nearly 1000 feet long and 367 feet wide. It will probably be the largest wooden frame building in the world when completed in July.



THE PIER WHERE 400 CALIFORNIANS FELL
"British Empire Day" was being celebrated at Long Beach, Cal., by 10,000 people. A section of the pier fell and precipitated 400 upon the crowd below. The death list was 33. Being a city-built pier, the municipality will probably have many expensive damage suits.

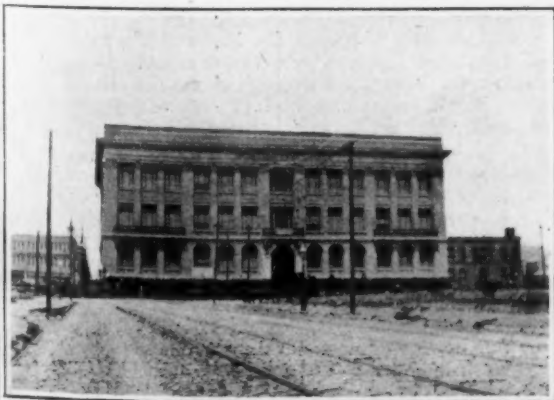


HER WEDDING BROUGHT THREE EMPERORS TOGETHER
The Princess Victoria Louise of Prussia, with her husband, Prince Ernst (son of the Duke of Cumberland) on her left, and her brother, Prince Oscar, on her right. Among the Kaiser's guests at the brilliant ceremony in Berlin were the King of England and the Czar of Russia. The Czar drove from the station through miles of soldiers with fixed bayonets and remained in seclusion; King George motored at will through streets lined with school-children. The three Emperors rule 600,000,000 people.

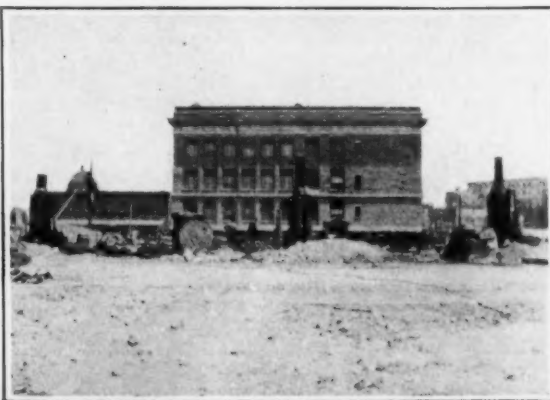
Die Prinzessin Viktoria Luise von Preussen mit ihrem Gemahl, dem Prinzen Ernst (dem Sohne des Herzogs von Cumberland), zu ihrer Linken und ihrem Bruder dem Prinzen Oskar zu ihrer Rechten. Unter den Gästen des Kaisers bei den glanzvollen Feierlichkeiten in Berlin befanden sich der König von England und der Zar von Russland. Der Zar fuhr von dem Bahnhof zwischen Heilen von Soldaten mit aufgestellten Seitengewehr hindurch und zog sich sofort in die Einsamkeit seiner Gemächer zurück.



and turned like a top and circled back and forth up a seam that ship.



HOW SAN FRANCISCO MOVED A LARGE SCHOOLHOUSE FOR THREE BLOCKS, AS A PART OF ITS PLAN FOR A GREAT CIVIC CENTER
The building was placed on 2,000 steel rollers, for which a foundation was laid ahead, so that the rollers might glide smoothly and not wreck the structure. The building was erected last year at a cost of \$150,000.



The three donkey-engines, each having 50 horse-power, which pulled the 75,000-ton load by means of steel cables. The street was blocked for two weeks, for the building could be advanced no faster than from 10 to 25 feet a day.



An enlarged section showing the foundation for the steel rollers, as they were laid ahead of the schoolhouse. It also shows the strong cables by which the three donkey-engines applied their combined capacity of 150 horse-power.



EUGENE ZIMMERMAN
The noted cartoonist, "ZIM"

The Old Fan Says:

"The Umpires are being over-played as calcium light features"

By ED A. GOEWY
Illustrated by "ZIM"

"HOWDY!" saluted the Old Fan, as he strolled over to the tobacco counter, where were gathered a dozen or so of the most faithful of the town's rooting squad, each prepared to tell the others the very best way to run the various big clubs.

"George," he continued, "slip the stogies to the boys and then let's get down to business, for, like the rest of this bunch, I pine to unbosom myself of a few burning thoughts. First and foremost, have you noted all the attention being bestowed upon the pesky umpires this season? Why they are getting almost as much space in the sporting columns as Johnson, Matty, Walsh, and the other honest-to-goodness performers. To begin with Ban Johnson began the fireworks by ordering his aggregation of high and lofty indicator holders to provide themselves with nice, tidy, white suits to be worn on festive occasions. This was accepted by the fans as a good move, because most of them are in favor of anything that will make the umpires more pleasing to the naked eye. To be sure some veteran bleacherites, who have a particular liking for the 'umps,' suggested as a further improvement that dark gray stripes should be used to relieve the white, running from east to west around the clothing and about one inch apart. After seeing the way some games are handled you'll admit there is something appropriately suggestive in the thought, but it will not be adopted.

"Next Mr. Johnson, who is some stickler for form and class, directed the field bosses to see to it that players keep their shirts and pants nice and clean during the games, or be sent to the club house to make such necessary changes in their apparel as will give them the immaculate appearance of a June bride. This was some jolt all 'round but it was followed by still more drastic action when George Stovall, manager of the St. Louis Browns, so far forgot himself as to completely upset the faultless sartorial appearance of Umpire Ferguson, for the offending player was not only forbidden to play ball, but was also suspended as head of his club by the peeved mogul of the American league. It has been said that some of the decisions made by the aggrieved 'ump' would have made even a cigar store Indian sufficiently angry to cause him to jump through a paper hoop, but that did not excuse the rough and rowdy tactics of George. In suspending him as manager President Johnson certainly created precedent, but as he is the real ring-master of the American organization, forcing everybody to turn airsprings whenever he cracks his whip he'll probably get away with this or any other play he cares to make.

"I'm for clean baseball and for decent behavior on the diamond, but why don't somebody jack up the umpires in public semi-occasionally, or at least let the fans know that they have been put on the carpet? We are always enlightened when a player is punished. Of course Ban Johnson has done wonders for the good of the league he bosses and every rooter will admit that he is working earnestly for the good of baseball, but even he is not infallible and may overstep the limit some day if he becomes too autocratic. It is all right to suspend an offending player or manager indefinitely, but the owner of a team should have some voice as to who shall have the direct handling of the men to whom he pays salaries and from whose work he must reap his profits. Napoleon was some eighteen-carat boss in his day, but history telleth that even he finally received a fearful kick on the shins.

"However, do not take it for granted that all of the excitement over the umpires was confined to Ban's league. Nay, nay and not so. After the American had had its fling, 'long comes President Tommy Lynch, of the Nationals, and fires 'Brick' Owens, one of the best umpires on his list for entering a gambling resort after working hours, playing poker or some other awful crime. We have seen Owens umpire in both the A. A. and National leagues and know that he was fair, square, and capable. Why he was selected as the goat is a mystery. Anyway, it was a nice opening for Hank O'Day, who so cleverly managed the Cincinnati Reds last season and who had been added to the collection of Lynch umpires. Honestly, and strange as it may seem, there are people who would rather see the canned umpire at work than practically any indicator pusher drawing pay from the National league.

"And now it's time to pass along to more congenial topics, but before doing so let me say (and more in sorrow than in anger), that the showing made by the Giants during the first half of May was something terrible and upset all the advance dope. Their pitchers went poorly, they couldn't hit and their fielding was off. Their base-running was about all they had to offer of a nifty quality. Like the Pirates, they were out-played and out-gamed and showed none of the real spirit manifested by the Cubs, who, with an ordinary pitching staff, showed all of their old-time,

bull-dog pluck, and made good. The Quakers, also, played a surprisingly brilliant game.

"And now I want to slip you a little inside dope concerning a few of our most nifty players. First let us take up Larry Lajoie, who, along with Matty and Wagner, were declared all in by many baseball writers before the season opened. It is possible these latter gentlemen have seen the light since and changed their opinions. Larry is still, and for some time will continue to be, the Cleveland's able second baseman and during the early weeks of the season was so feeble that he could only clout the ball for a percentage over .400. Poor work—I don't think. He



When the umpires "dude" up in those fancy white suits

has had a wonderful record as an extra base swatter ever since he has been in fast company, and his hits, beginning with 1896, and including 1912, have netted him exactly 1,000 extra bases. Lajoie's forte has been doubles, of which he has garnered a trifling 553. Add to these 156 triples and 75 homes and you'll admit that he's some pippin with the old hickory war club. His best year was in 1901, when he was a member of the Athletics. He then nailed 48 doubles, 13 homers and 13 triples, a total of 113 extra bases. His greatest record with the Naps was in 1904, when he hit for 93 extra bases.

"And still the great Frenchman is a disappointed star. He has seen seventeen years' service in the majors and yet has never played on a pennant winner. However, he is one year younger than the mighty Hans Wagner, and as he is still performing like a two-year-old, there is hope. He broke into the big game in 1906 when the Phillies bought him from Fall River. The Giants also had a chance to get him, but Friedman, then the owner of the club, refused to loosen up the sum demanded for his release. He was not the only good man who got away from the New York club at that period, when it was looked upon by many as one of baseball's greatest jokes. You recollect that it was also at about that time that one of the comedian managers of the Giants tried to make an outfielder of Mathewson. But to return to Larry. In the seventeen years that the big sticker has been drawing down salary from the majors he has hit under .300 only twice. It is here that Wagner has the edge on him, for Hans set a world's record last season by batting over .300 for sixteen consecutive years.

In 1908 Larry appeared to be on the toboggan and ready for the big ride into the bushes. In 1907 he fell out of the .300 class by one point and the next year he dropped to .289. However, managerial worriments had much to do with his swatting decline in those two years. In 1908 his club lost the pennant to Detroit by four stingy points, the then seventh-place Senators nearly breaking his heart and preventing him from grabbing the rag by bagging fourteen of the twenty-two games played by these clubs. In 1909 he said farewell to his job as manager of the Naps and immediately recovered his old batting stride, closing the season with a striking record of .329. In 1910 he slammed the pill for .384, made it .365 in 1911 and .368 in 1912. Of course he must return to the tall timbers some day, but not just yet. Let us hope that his departure will be delayed for a considerable time. Of his old side partners in stardom, Cy Young tossed up the sponge last year; Jack Powell appears to have lost much of the cunning that made him a wonder in his prime; Rhody Wallace, who has been playing baseball in the majors longer than any other player, is holding down a substitute job with the Browns and Jimmy Sheppard was shunted from the Cubs to the Cardinals, where he is one of the utility squad. Sam Crawford, Plank, Matty and Wagner are still able to do a good day's work and take nourishment regularly.

"And now we'll pass along to another husky young gent, one Walter Perry Johnson by name, who is the bright particular shining light of present-day baseball and who will probably set many world's pitching records before he treks over the great divide to the place that finally claims all of the limelight performers as well as the every-day or garden variety. This Mister Johnson, who won about three of every four games he pitched for the Senators last season, and whose twirling is a positive sensation this year, actually jumped from a ten-bone per week job into big league company. And that was

only six years ago when he was but eighteen years of age. To-day Johnson's speed equals that of the mighty Amos Rusie, but even as a boy he was a phenomenal flinger. In '07 stories of his prowess out in Idaho were carried to Manager Cantillon, present owner of the Minneapolis A. A. club, who was then managing the Washingtons. The boy was then tossing the pellet for the semi-pro team of Weiser, Ia., and Catcher Blankenship, who was laid up by injuries, was sent to Wichita, Kans., to sign Outfielder Clyde Milan and 'look over' Johnson. 'Blanky' saw Walter pitch just one game and immediately decided to sign him. He accomplished his purpose in spite of the fact that the good Weiser citizens offered to set their favorite timber up in the cigar business if he would remain 'among their midst.'

"Johnson was born in Humboldt, Kans., on November 6, 1888, of Scotch-Irish ancestry. Perhaps it is his light hair and name that caused the fans to nickname him the 'Big Swede.' He never played a game of baseball until he was fourteen years old, when his family moved to Southern California and he joined in the games of his fellows in the local high school. He was selected to catch, because it was figured that with his strong arm he ought to be able to get 'em down to second! Well, he threw to second all right. In fact his speed nearly ripped the hands of the basemen, and he was soon ordered to use his 'chain lightning' in the pitching department. In his first game as a twirler he went fifteen innings for a 0 to 0 tie. This was in 1905. He was soon thereafter signed by Tacoma, but released after one game. This touched the boy's pride and he resolved to become a first-class professional pitcher and make the backers of that Tacoma club feel sorry for themselves. History telleth that he made good on both propositions, for the following year the club that had canned him so unceremoniously wanted him to re-sign at a fine salary and he gave it the ha, ha! In Weiser, in 1906, he won nine out of ten games and applied for a job with the Los Angeles club. His request met with the same bonthead treatment extended to him in Tacoma and he was refused promptly. When Scout Blankenship signed him, Johnson had a record of thirteen victories and two defeats for the season. He had allowed but twenty-five hits and had an average strikeout record of fourteen per game.

"On August 2, 1907, he made his major league debut against Detroit, but with the score 2 and 2 in the ninth inning, was taken out and Hughes replaced him. The Tigers then won 3 to 2. That year Johnson won five and lost eight games. In 1908 he won fourteen and lost the same number of contests for the Senators, but remember it was a bad second division club. The next season the team was even worse, hugging the cellar position like grim death and Walter lost twenty-five and won thirteen games. Last year the Senators played a fine article of baseball and with decent support behind him the big fellow came into his own and made a sensational showing. He took part in nearly one-third of all the games his club played, winning thirty-two, losing twelve and tying two. He was relieved three times. He struck out 303 batters and gave only seventy-six bases on balls.

"Johnson pitches with apparently little effort and yet his speed is terrific. He has often confessed that he is afraid to exert himself to the limit, fearing that he may hit some player on the head and realizing that such a blow would probably mean sure death to the man struck. The one great desire of the fans is to see Johnson in a world's championship series, and if such an occasion comes while he is still at his best, Clark Griffith, his manager, has said that he will pitch him in four straight games, believing that he will win them all and create the greatest record of all baseball history.

"The first two months of play in the National league surely furnished an unusual number of surprises and certainly flabbergasted the sports who doped everything out in advance. Sizing up a season's work in advance is the finest spring entertainment known to the all-wool fans, and, usually, they can give a fairly accurate idea of what will take place. However, this year has turned out the big exception, an unexpected wave of successful activity on the part of the clubs that usually make their homes in the second division; washed all pre-season prognostications into the fo'c's'le. The race in the National league is close and interesting. In the American league the race, to date, has been a sort o' hit-and-miss affair and not particularly interesting. The poor work of the Red Sox has been a sad disappointment. When a world's championship club flirts around in the second division for weeks at the season's opening, the whole organization of which it is a member is bound to suffer in consequence."



ED A. GOEWY
"The Old Fan"



Good fishin' for him again this season



The Recruit, after his first few weeks in big company



Still on the job

Blow at Inventors and Manufacturers

By GILBERT H. MONTAGUE, of the New York Bar

PENDING in Congress to-day is a bill which cuts down from seventeen years to three years the most essential protection now afforded to manufacturing patent owners, and lays upon manufacturers of patented articles prohibitions and penalties in respect to the merchandizing of patented articles which, if imposed upon the merchandizing of articles generally, unpatented as well as patented, would never for a moment be tolerated in any commercial country in the world.

This bill cannot be disregarded as pure freak legislation. Reported favorably by the House Committee on Patents in the last Congress, and reintroduced in the present Congress by Chairman Oldfield of that Committee, its possibilities of evil to small manufacturers, to independent inventors, and to their industrial research, experimentation and development, that alone keep America in the front rank of nations, constitute the most menacing cloud upon the business horizon.

The Oldfield Bill proposes that if any applicant shall establish in a Federal District Court that a patent owner, who has purchased a patented invention from the original inventor, is withholding it "with the result of preventing any other person from using the patented process" more than three years after the patent is issued, the court shall order the patent owner to grant to the applicant a license to use the invention upon such terms of royalty as the court "deems just."

The burden of litigation which this proposal involves would give large corporations the greatest advantage over ordinary patent owners. The excuse offered for this universal proscription of patents is that patents are sometimes "suppressed."

Thomas A. Edison has time and again declared that he never knew of a valuable invention being suppressed. For twenty-seven days the House Committee on Patents took testimony upon the Oldfield Bill, and not a single case of "suppression" was cited. Almost unanimously the witnesses emphatically opposed the bill with conclusive proofs that its proposals were unwise.

If the small independent manufacturer could be compelled to license his big competitors to manufacture all the second and third best inventions that he has acquired, tested and laid aside in favor of his best invention, his big competitors, with their superior advantages of capital and selling organization, could soon crowd the smaller manufacturer, even with his superior invention, completely off the market.

Instead of preventing "suppression" of inventions, the Oldfield Bill would really facilitate it. The Oldfield Bill proposes that whenever any patent has been used in connection with any combination in restraint of trade, the patent may be condemned and forfeited; and further that "such restraint shall be conclusively deemed to have been or to be unreasonable" and in violation of the Sherman Law, if the vendor of any patented article does any of a number of acts. None of these acts are forbidden to manufacturers or dealers in *unpatented* articles. Only those who have spent their time and money advancing progress and the arts by developing and introducing new and useful inventions are subjected to this wholesale outlawry. But every manufacturer and dealer in *patented* articles becomes a criminal if he tries to secure a year's business as a condition of selling to a dealer; if he tries to hold the dealer to his agreement to buy his patented goods exclusively or to a certain extent; if he tries to hold the dealer to his agreement to maintain a standard price on the patented goods; if he licenses the use of a delicate patented machine on condition that it be used only with specially prepared supplies or in continuity with specially adapted machinery necessary to insure the perfect operation of the patented machine; if he limits the licensee's use of the patented machine to a particular line of business so that he may license to others the exclusive use of his patented machine in other lines of business; if he agrees with a retailer in a town to sell his patented goods to no one else in the same town or to sell to other retailers only on less favorable terms, in consideration of which the retailer shall push the sale of the goods; or if he sells his patented goods in any particular territory at a less price than he sells elsewhere.

The penalty for doing any of these things is the forfeiture of the patent, a fine of five thousand dollars and a year's imprisonment, and the payment of three-fold damages and the costs of suit and attorneys' fees to any-

one who comes in within three years thereafter and proves any damage. But manufacturers and dealers in every other form of property are left absolutely free to do any or all of these things.

In the closing days of the last Congress, members of the House Patent Committee, representing both parties, united in a minority report against the Oldfield Bill. They showed that every evil for which the bill had been urged could be cured under existing laws, and that under the Sherman Act, interpreted by the Supreme Court in many recent decisions, the patent laws afford no protection to any form of restraint of trade. Thirty-five years ago, an assault upon the patent system, embodying proposals almost identical with those of the Oldfield Bill, was defeated in the United States Senate. If American manufacturers and inventors, whose existence is now threatened by the Oldfield Bill, join hands with the opponents of the Oldfield Bill, in Congress, the patent system can again be saved.

Books Worth While

WITCHING HILL, by E. W. Hornung (Chas. Scribner's Sons, New York, \$1.25 net). An out of the ordinary story of crime and detectives.

THE DIFFERENT WEST, by Arthur E. Bostwick (A. C. McClurg & Co., Chicago, \$1.00 net). A "different" book of strong, original, and interesting facts and stories of our little exploited Middle West.

PRINCESS MARY'S LOCKED BOOK, author anonymous (Cassell & Co., New York, \$1.00). The fascinating, unexplained romance of a princess incognito, very cleverly written.

TALES ON GRAPHOLOGY, by H. L. R. & M. L. R. (Lae & Shepard, Boston, 75c. net). The elementary essentials for reading character from handwriting.

THE MYSTERY OF HANDWRITING, by J. Harington Keene (Lae & Shepard, Boston, \$1.00 net). A detailed, exact, and clear analysis of handwriting, and its corresponding characteristics in human nature.

THE PSYCHOLOGY OF SUCCESS, by Newton N. Riddell (Riddell Pub. Co., Chicago, \$1.50 net). A book of practical suggestions on how to attain success in any human endeavor. Good reading for the self analyst and deep thinker.

SYNONYMS, ANTONYMS, AND ASSOCIATED WORDS, by Louis A. Flemming (G. P. Putnam's Sons, New York, \$1.25 net). A very complete and practical aid to the writer.

INFLUENCE OF BODILY POSTURE ON MENTAL ACTIVITIES, by Elmer Ellsworth Jones, Ph.D. (The Science Press, New York, 50c.). A scientific treatise on the effect of cerebro blood supply induced by body position while engaged in mental activities, that will hold the psychologically interested reader.

THE PERCEPTUAL FACTORS IN READING, by Francis Marion Hamilton, Ph.D. (The Science Press, New York, 50c.). A work that should interest teachers and solve many of their difficulties.

THE CAREER OF DR. WEAVER, by Mrs. Henry Backus (L. C. Page & Co., Boston, \$1.40 net). A delightful love story that winds its way through the present-day problems of the medical profession.

POLLYANNA, by Eleanor H. Porter (L. C. Page & Co., Boston, \$1.40 net). A dainty, simple, winsome maid that will open up the hardest heart is Pollyanna. A lovely story with sweetness, humor, and pathos.

THE WHAT-SHALL-I-DO GIRL, by Isabel Woodman Waltt (L. C. Page & Co., Boston, \$1.40 net). To many "what-shall-I-do" girls this book will be a revelation of good advice and helpful suggestions.

THE HARBOR MASTER, by Theodore Goodridge Roberts (L. C. Page & Co., Boston, \$1.40 net). A book of strength and action with an unusual love story.

SILAS WRIGHT, by William Estabrook Chancellor (William C. O'Donnell, Jr., New York, 50c.). A concise biography of the honest statesman in whose footsteps "plain Bill" Sulzer said he intended to walk.

BOTH SIDES OF 100 PUBLIC QUESTIONS, by Edwin DuBois Shurter and Carl Cleveland Taylor (Hinds, Noble & Eldredge, Philadelphia, \$1.00 net). A labor-saving device for young orators who lack ideas and have no disposition to dig for themselves.

THE NEW INDUSTRIAL DAY, by Hon. William C. Redfield (The Century Co., New York, \$1.25 net). A business man's book, full of "horse sense," by the new Secretary of Commerce. Especially good for young men.

IN THE VANGUARD, by Katrina Trask (The Macmillan Co., New York, \$1.25 net). A simple little play in 3 acts.

ALMA'S SOPHOMORE YEAR, by Louise M. Breitenbach (L. C. Page & Co., Boston, \$1.50 net). Alma is a decidedly real girl that all other girls will enjoy.

MIRABEL'S ISLAND, by Louis Tracy (Edward J. Clode, New York, \$1.20 net). An interesting love story with a mystery ingeniously woven in.

COMRADE YETTA, by Albert Edwards (The Macmillan Co., New York, \$1.35 net). The struggles and endeavors of a garment worker under present-day conditions, with strike turbulences, make a strong and engrossing theme.

A HEALTH UNTO HIS MAJESTY, by Justin Huntly McCarthy (Geo. H. Doran, New York, \$1.25 net). A dashing cavalier romance in which Charles II of England is the central figure, and is very similar to the same author's popular "If I Were King."

THE INNER LIFE AND THE TAO-TEH-KING, translation by C. H. A. Bjerregaard (Theosophical Publishing Co., New York, \$2.00 net). An excellent and authentic English version of a profound mystical book of China.

THE CAMPERS' OWN BOOK, (The Log Cabin Press, New York, \$1.00). A handy book of reference and rattling good camp fire yarns. A composite of contributions of authors of world-wide reputation especially familiar with camp life.

Take the President at his Word
JUDGE ELBERT H. GARY, Chairman of the Board of the United States Steel Corporation says: "We have the right to discuss questions pending in Congress or in any other legislative body; we have the right even to criticize the law after it has been passed, and to insist that it ought to be modified or repealed. But when any proposition once becomes a law, while it is the law of the land let us always stand by the law and do everything we can to see that it is fully administered. The President of the United States recently said that honest business need not be afraid. Let us be honest. Let us take him at his word. Let us assume that he means what he says. Let us do the right thing and the just thing by every one."



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FOR THE SAKE OF HER SOUL

By Reginald Wright Kauffman

Author of "The House of Bondage," "Running Sands," etc.

We want to talk to you about this powerful work. In 1910, "The House of Bondage" almost blinded the nation by its terrific lightning-flash. Living among the White Slaves of whom he wrote, and making many firm friendships in that world, Mr. Kauffman worked with genuine art and burning sincerity. The result was a sensation such as no novel had, for a generation, created. Educators, clergymen, literary-critics, sociologists and physicians acclaimed this "The Uncle Tom's Cabin of White Slavery." Through translations, it is having a similar success in Germany, France, Norway, Switzerland, Belgium, Sweden and Austria. In England, where it appeared under the title of "Daughters of Ishmael," Mr. Kauffman was elected a member of the now famous "Pass The Bill Committee," the other members of which were:

THE DUCHESS OF BEDFORD
THE BISHOP OF HEREFORD
ALICE MEYNALL
LADY SELBORNE
MRS. LLOYD GEORGE
LAURENCE HOUSMAN
LADY BUNTING
LORD ROBERT CECIL, M. P.

The work of this committee secured the passage of the great anti-White-Slave law through both Houses of Parliament. Here in America, where the scene of the story was laid, figures cannot tell half the good that was done by "The House of Bondage" in legislation, reformation and prevention; in three years this novel has become the classic work of fiction in that field in which it was a pioneer, and almost equally influential have been those novels by Mr. Kauffman which followed it:

"The Sentence of Silence," pleading for education in sex-hygiene; and—

"Running Sands," recently published, a story strongly presenting the vexed questions of divorce and eugenics.

Almost immediately after the publication of "The House of Bondage," LESLIE'S resolved on what then seemed a perilous course for any magazine: it undertook to put fearlessly before the public what President Hyde of Bowdoin College soon came to call the "moral issue of the oncoming generation." Without fear or favor, and against the advice of many well-meaning friends, we secured and gave to our readers the hideous facts of the White Slave Traffic, which we proceeded to prove to be a menace to YOU—to every home in the country, however protected. With Mr. Kauffman's series of true and typical stories, "The Girl That Goes Wrong," as our chief feature, LESLIE'S became the first magazine, and Mr. Kauffman the first novelist, to attack the Modern Moloch. We sounded the danger-signal for the nation.

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Weekly,
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Enclosed please find \$1.00 for which send me the 10 consecutive issues of LESLIE'S WEEKLY containing "For the Sake of Her Soul," by Reginald Wright Kauffman, the first instalment of which will appear in the issue of June 26th.

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DR. S. SOLIS COHEN, Professor of Medicine, Jefferson Medical College.
JUDGE JAMES T. O'NEILL, of Baltimore, Md.

Mayors of cities and district-attorneys from all over the country sent us words of approval. Judge Ben B. Lindsey, America's most famous expert in Juvenile Court work, declared with enthusiasm: "There isn't any question that Mr. Kauffman knows what he is writing about." Ministers of every denomination commended us; so did civic associations and various religious and temperance leagues, as the Denver Christian Citizenship Union and the W. C. T. U. Not only did the entire daily press approve our crusade; "The Editor and Publisher" said that Mr. Kauffman's stories "ought to be read by

every young man and woman in America," and such religious journals as "The Christian Intelligencer" and "The Congregationalist" gave their encouragement. Among literary folk, H. G. Wells, the greatest living English novelist, wrote of his "great admiration" for Mr. Kauffman's art; Edwin Markham of Mr. Kauffman's "nobility of manner and passionate sincerity," and similar encomiums were given by John Masefield, the English poet; J. B. Kerfoot and Rowland Thomas, the celebrated critics; Horace Traubel, George Sylvester Viereck, Everett Harre, John Galsworthy and others.

How this crusade of our starting has now been taken up by all the forces for good in the United States is already matter of history. What concerns us now is the constructive side of the question. We received literally thousands of letters from girls that had "gone wrong" or were about so to go; from fathers and mothers; from daughters tempted and sons tempting; but nearly all of these, after praise for our work in showing the evil, begged us next to show a remedy, or at least a way to avoid the evil. "You have pointed out," they said, "how girls go wrong; now tell us how a girl may go right."

That we determined to do. We wrote to Mr. Kauffman, who was then at his summer home in England, where, after acquiring data in

America—he is a native American citizen and proud of it—he goes to write his books in the quiet of a Yorkshire garden. He was at once so enthusiastic that he dropped the novel on which he was at that time engaged, and, crossing the Atlantic, came to New York with his wife and gave months here to the further study of the life of which he was thus again to write. He then returned to England. A month ago, the editor of LESLIE'S himself went over to London to complete the final arrangements with Mr. Kauffman, and so, by four Atlantic voyages and a special study of the newest conditions in New York, "For the Sake of Her Soul," has been secured for the two million readers of LESLIE'S WEEKLY.

We say without hesitation that, great as was the good done by Mr. Kauffman's previous work, this new novel will do a greater good, because it not only shows how girls fall, but how they may rise or avoid falling. Strong, realistic, dramatic, compelling, "For the Sake of Her Soul" is at once a triumph of literature and morals.

Some of Mr. Kauffman's few critics have complained that he does not generally take enough account of the influence of religion upon character: this novel is one of the sincerest tributes to the power of the religious instinct that has ever been penned.

Other critics have said that, though perhaps the strongest novelist that America has produced, so far as sheer force and power go, Mr. Kauffman is too brutal; yet this novel, while showing even greater power than "The House of Bondage," draws full half of its appeal from the moving sympathy and tenderness that, in every line, its author shows with the heart of its central character.

That character, the character of the girl Joe Meggs, both a delicate and strong creation, is one that has come into literature to stay. A girl of The People—not born of the very poor, nor yet the very rich—she is the sort of girl that, save for unessential details, your own daughter is; the sort your own wife, sister, sweetheart is, in whatever stratum of American life you may chance to be. Precisely for that reason, in Joe the tempted and tried, finally triumphant through what she calls her "own will to be good," Mr. Kauffman, showing life's pitfalls and one way to avoid them, has given us what is among the most tender and firm, fine and beautiful figures in modern fiction.

Read the story yourself and you will agree. It will begin in LESLIE'S for June 26th and run for ten successive issues. If you read one chapter you will read all.

As Rebecca West, the great English critic, has said of him: "Mr. Kauffman's fingers are delicate, but strong." He is the master of saying all that is true without saying anything that is unclean. In this novel there will be nothing to hurt the honest sensibilities of girl or woman; there will be everything that every girl and woman ought to know. Without offense, but without fear, he tells, by an unhesitating pen, "the truth, the whole truth and nothing but the truth," and he does this because he and we are convinced that

The Time Has Come When the Truth Must Be Told

If you are a young girl, it is your duty to read "FOR THE SAKE OF HER SOUL" in order that you may know the perils that beset your own soul.

If you are a young man, it is your duty to read this veracious yet thrilling story in order that you may realize your responsibilities toward womankind.

If you are a Father or Mother, it is above all your duty to read this compelling series of revelations in fiction-form, because nothing else can so bring home to you the knowledge of what you should do to make men of your sons, the knowledge of what you must do to save your daughters.

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Hungry School Children

SOME people practice, as a fad, the no-breakfast idea, but it doesn't work well with a growing child. The Junior League of Brooklyn, N. Y., has investigated conditions in twelve schools, and by actual questioning of 8,795 children has discovered that 37 per cent. go to school with insufficient meals and that 131 of this number are accustomed to go to school with nothing to eat. The insufficient meal consists usually of bread with coffee or tea. On the basis of this inquiry it is estimated that 1,000 children in Brooklyn go to school having had nothing to eat, and 30,000 with insufficient breakfasts. The facts are to be laid before the Board of Education with the request that some scheme for feeding the children at the schools be attempted.

School luncheons at cost have already proven to be a feasible plan, but it is questionable as to whether the school breakfast will prove as satisfactory as a solution of insufficient breakfasts at home. The breakfast of bread and coffee or tea is due probably more to ignorance than to poverty. The wiser way to attack the problem, although calling for a vast amount of work, would be to go to every home and instruct the mothers in the matter of diet, how to secure a well-balanced ration at a minimum cost. Not only the children attending school, but also the whole family, would receive the benefit of such instruction.

PUT AWAY PICKLES

Mathematician Figures Out the Food Question.

If anyone requires a clear head it is a teacher of mathematics. He must reason in the abstract as it were, and full concentration of mind is necessary if correct results are to be forthcoming.

An Ohio man writes:

"I am a teacher of mathematics and for 15 years prior to four years ago, I either took a lunch composed of cold sandwiches, pickles, etc., to school or hurried home and quickly ate a hot dinner.

"The result was that I went to my afternoon work feeling heavy, dull of brain and generally out of sorts. Finally I learned about Grape-Nuts food and began to use it for my noon-day lunch.

"From the first I experienced a great change for the better. The heavy, unpleasant feeling and sour stomach caused by the former diet disappeared. The drowsy languor and disinclination to work soon gave way to a brightness and vim in my afternoon work, a feeling entirely new to me.

"My brain responds promptly to the requirements put upon it, and what is of more importance, the results have been lasting and more satisfactory, the longer I have used Grape-Nuts as a food.

"My wife had been suffering from weak stomach accompanied by sick headaches nearly all her life. She is invariably relieved of these when she sticks to Grape-Nuts, either eaten dry or with milk. Her stomach has gradually grown stronger and her headaches less frequent since she began to eat Grape-Nuts." "There's a Reason." Name given by Postum Co., Battle Creek, Mich. Read the booklet, "The Road to Wellville," in pkgs.

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.



DR. A. W. BITTING

Doctor Bitting is personally known to every canner in the United States. He is food technologist of the U. S. Bureau of Chemistry and will be one of the heads of the new chemical research laboratories which is to be established by the National Canners Association in Washington.



THE NEW LABORATORY

This is the home of the experimental research of the National Canners Association. It is located in the heart of the best residential section of Washington, D. C.



DR. W. D. BIGELOW

Doctor Bigelow is assistant chief of the Bureau of Chemistry. He will be one of the heads of the new chemical research laboratories opened by the National Canners Association.

Pure Food First

BY establishing in Washington, D. C., one of the most complete chemical research laboratories in the country, the National Canners Association is blazing the trail for a purer product. Far from waiting to be whipped into line by the enforcement of the Pure Food Law, the canners in their endeavor to manufacture a purer and more healthful product have in many ways led the way. Their new laboratory equipment will, in every respect, be equal to that of the United States Government. In addition they will have in charge of the work two of the Government's most famous canned food experts. To head the laboratory organization the canners have secured the services of Dr. W. D. Bigelow, now assistant to the Chief of the U. S. Bureau of Chemistry, and Dr. A. W. Bitting, food technologist of the Department of Agriculture. The laboratory has been amply financed for three years by the wide-awake canners. This they say is merely the beginning of what will be one of the most substantial undertakings private manufacturers have attempted. The research work of the laboratories will cost approximately \$50,000 a year. It is an interesting fact that the output of canned food in the United States last year reached the stupendous figure of \$157,000,000. A case of canned food was turned out for every three men, women and children in the country during that time. The new laboratories will begin operation about August 1st.

Usefulness of School Baths

"CLEANLINESS is next to godliness," according to the old adage. Dr. Simon Baruch, president of the American Association for Promoting Hygiene and Public Baths, gives expression to a viewpoint but slightly different when he says that "baths present an educational factor that is above the highest valuation and far in excess of learning." Teachers testify to the value of the school baths as a means of character building and social improvement. Children go to their recitations more refreshed and more alert for work after a bath than they would after half an hour in the gymnasium.

Children coming from certain classes of homes in the city need the public school baths more than they need gymnasiums, for all children get a certain amount of physical exercise. A clean body produces respect for one's self, and has a distinct moral as well as hygienic influence. At the convention of the American Association for Promoting Hygiene and Public Baths, Dr. Baruch pleaded with his hearers to go to their homes and begin active work for school baths, even at the risk of deferring the less needed swimming pools and gymnasiums.

Standardizing Early Childhood

FOR fifty years the medical profession has endeavored in vain to secure standards by which normal children could be judged up to school age. Infants up to and during the teething stage receive more or less medical attention, but from that time they rarely undergo medical examination until they enter school. In some cities they then come under the observation of a municipal physician, but many children even at school age do not get this attention. Various State health departments and numerous child experts have now entered upon a movement which will make tests and measurements of at least 100,000 children in all sections of the country. The examination will include weight, height, physical measurements and condition and mental development. It will also bring out valuable data concerning parental influence, food, environment and habits. Prizes will be awarded both at the first examination, and at the end of a six months' period, for improvement. The ascertaining of a standard for a normal child constitutes an essential step in the effort to improve the efficiency of the race.

A surprising feature of the investigation in New York is the discovery that the city child is a healthier specimen than the country child. This is not because there is more sunshine or purer air or fresher milk

in the city than in the country, but is due to the more intelligent care now being given children in the majority of cities. In the city the treatment of children is preventive; in the country it still remains remedial. The poor mother in the city is educated in the duties of motherhood by the municipal authorities. Her child is watched during the first dangerous summer and the teething period, by which time the East side mother knows something about the care and feeding of children. The city child gets more fresh air at night than the country child. City houses are well heated, so windows are dropped for ventilation. The country mother often keeps the windows closed as the rooms are so cold. Then, too, the city mother doesn't have to work so hard as the farmer's wife, and has more time to spend with her child in the open air. When the country comes to the point where its treatment of children is preventive rather than remedial, the odds, of course, will all be in favor of the country child.

Dress Fads and the Cost of Living

THE cost of food is one of the biggest factors in high living, but the cost of dress is a close second. Whatever may be the effect of the tariff on the first, it is not the tariff which has made the cost of dressing so high, but a blind subservience to styles which change four or five times a year. Professor Walker Sargent of the School of Education of the University of Chicago, in an address before the convention of the Western Drawing and Manual Training Association, blamed dress fads for the high cost of living in this country. The fashion centers of Europe send to us grotesque styles which they can not themselves use. Without a murmur the American woman accepts these as the last word in fashions and arrays herself accordingly. "The American woman," says Prof. Sargent, "should be like the Chinese woman. She should have an established style of dress and follow that style." By this is meant, of course, not the adoption of Chinese styles, but the adoption of the Chinese method of securing a fixed style and adhering to it. A movement is already well under way to secure freedom from foreign styles and to create distinctive American styles in woman's dress. This is good as far as it goes, but it might result merely in an exchange of masters. What we need is the creation of sensible styles for woman's dress, subject, of course, to slight modifications as years come and go, but which will not change so radically as to make one look quaint or old-fashioned who happens to wear one season a gown or hat made the season before.

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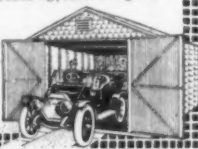
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WHEN THE PUBLIC DIDN'T WALK
During the recent street car strike in Cincinnati, every form of motor vehicle was requisitioned as a passenger conveyance.

Motorists' Column

Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks and delivery wagons, motorcycles, motor boats, accessories, routes or State laws can obtain it by writing to the Motor Department, Leslie's Weekly, 225 Fifth Avenue, New York City. We answer inquiries free of charge.

The Solution of the Fuel Problem

THE man who is delaying the purchase of a motor car, motor boat or motorcycle because of the recent continued upward trend in the price of gasoline need withhold his decision no longer. Gasoline has "gone up", and may continue to do so as long as the increase in demand so greatly exceeds the increase in supply. But designers and refiners are working to solve the difficulty, and their efforts are meeting with the success that is hoped for by those who sell, as well as by those who use motors. By means of ingenious attachments and improved carburetors, it evidently will not be long before kerosene can be used as a fuel for all the pleasure cars of the future. But more far reaching in its effect than this are the results that have been attained at the birthplace of motor fuels—the refineries. From Indiana comes news of a process of "cracking" or supplementary distillation of the residue obtained after the production of gasoline and kerosene, and which results in the formation of a new fuel, which has been termed "motor spirits."

This is practically a new by-product, and does not seriously interfere with the subsequent transformation of a part of the residue into the lubricating oils and paraffins that represent a most important proportion of the petroleum industry. "Motor spirits" is more volatile than kerosene and can be used to start a motor when cold without previous application of heat to the fuel. Its "heat units," on which its power-producing properties depend, are about the same as gasoline, and the only objection to its use seems to lie in the fact that it possesses a peculiar, pungent odor. In the quantities in which the new fuel has been produced, a reduction of about three cents a gallon under the wholesale price of gasoline seems to be possible. It is in their efforts to help the car manufacturers and users solve the fuel problem that the large refiners have earned the gratitude of the present and prospective motor owners.

Questions of General Interest

Attaching the Side Car

S. C. E., N. J.:—"How best may I prevent the clamps on the side car fittings from scratching the enamel on my motorcycle?"

A good idea is to wrap the portions of the motorcycle frame to which the side car fittings will be clamped with strips of rubber that may be cut from an old tire tube. This covering will not only protect the enamel of the frame from scratches, but will also serve to cushion the road vibrations at these points. Excessive vibration of a solid connection at these points might eventually serve to crystallize and weaken the tubing of which the frame is composed.

Speed and Magneto

C. R. S., Va.:—"A friend of mine, having an old model, single cylinder motorcycle, is able to run more slowly than can I on my 1913 twin. Why is this?"

There are two reasons that may account for this seeming peculiarity. In the first place your machine being a high-powered twin is geared higher than is the single cylinder machine and will therefore run faster at a given number of engine revolutions. In addition to this it is probable that your machine is provided with magneto ignition and does not use batteries. A magneto in order to generate a sufficient current to produce a spark must be driven at a certain speed. Batteries, on the other hand, will produce current independent of the number of revolutions at which the engine is run. Therefore, if your machine is run slower than a certain number of revolutions, no spark will be formed and the motor will be stopped. It is a simple matter to control the speed of a motorcycle however, by means of the clutch, and when this is properly handled, you will find that you can run much slower than can your friend on his old-fashioned single cylinder machine that is not provided with a clutch.

Water in Gasoline

A. S. C., Ky.:—"Is there any substance which can be put into the gasoline tank to absorb the water from the fuel?"

A certain absorbent material having a great affinity for water has been made in the form of a cube attached to a chain or wire and placed in the bottom of the fuel tank. This is supposed to absorb the water in the fuel, for the heavier fluid will naturally sink to the bottom of the tank. When this has been

saturated with water, it is intended to be withdrawn and dried in an oven or other warm place, after which it will again be ready for use. It is said that a chamois skin will absorb water more readily than it will gasoline and that if this is tied into a ball it will serve the same purpose as the above mentioned device.

Effective Automobile Locks

T. W. W., Md.:—"What is the most effective lock to prevent a motor car from being stolen?"

There are a number of very satisfactory locks on the market. Some of these are in the form of a gasoline shut-off valve that is introduced into an extension of the fuel pipe and that cannot be opened without the proper key. Others are designed to be attached to the gear shifting lever and serve to hold the transmission in neutral, so that the motor cannot be made to run the car. One of these is in the form of a pair of wedges that slide on a gear shifting lever and are so placed that when they are pressed down and held in position by a catch, the lever is prevented from entering the slots in the shifting gate. These wedges are locked into position by means of a strongly-constructed Yale lock, that can only be released by the means of the proper key. Such devices that do not lock the wheels of the car itself and yet that prevent the application of the motor power to the machine are very efficient, inasmuch as they effectively prevent the theft of the car and yet enable it to be pushed out of the way or out of the garage in case of fire.

Careless Chauffeurs

C. D. P., N. Y.:—"I should think those chauffeurs who drive so close to the curb that the tires are rubbed violently against the stone would wear the casings and have all kinds of tire trouble. Is this not the case?"

This certainly is the case and tire manufacturers are endeavoring to discourage such a harmful practice among those chauffeurs and owners who seem to desire to bring their cars to as sensational a stop as is possible without running on to the sidewalk. The rubbing of the tires against the curb serves to weaken the sidewalls and before long a serious blow-out is almost certain to occur in this vital spot. A tire receiving this ill-treatment will soon reach a condition that is beyond repair and the expensive casing will represent a total loss.

A Peculiar Attitude

THE Motor Department of LESLIE'S WEEKLY has received a letter. Not that this in itself is of any special importance in the day's work of the Department, for motor car inquiries come in at the rate of several hundred a week; but this particular letter is unusual because of the attitude of the writer, who, in the most courteous terms, at great length takes exception to the activities of the Motor Department. He believes that the prominence LESLIE'S is giving to the motor truck is directly opposed to the interests of the horses of this country—and he speaks both as a lover of horses, and as a grower of alfalfa, used extensively in manufacture of horse feed.

The horse still has hosts of friends. But the attitude of the writer of this letter is similar to that taken by many seventy or eighty years ago who objected to the introduction of the railroad. Stage coaches were good enough for their fathers; why not for them? But this time has passed—and so has the time of the horse as a beast of burden. This fact should be welcomed by the hosts of friends of the horse. The requirements of modern business efficiency have demanded something more powerful and economical than the horse; something to which our sympathies need not go out when greedy owners pile on load after load and expect the deliveries to be made on schedule regardless of slippery streets, deep snows, and scorching heat.

Business and humanity unite to demand the lightening of the burden of the horse. The motor truck is proving every day that, when properly installed and operated, it can relieve the burdens of from three to six horses, and can do this work more efficiently and economically. The horse still has his place, but it is not in the keen competition of modern business where he must be forced beyond his endurance in order to bring his owner a return on his investment necessary profitably to conduct business. Rather has not the horse deserved a rest?

But let not our friends worry who find a commercial interest in the retention of the work horse; the advent of the railroad did not drive the horse out of business, but instead it so developed the country that his opportunities for activity were greatly increased. So will it be with the truck. When the time arrives that two million motor trucks will be in daily use, the horse will still be in service in fields of activity less severe than those in which we have become accustomed to find him.

English Engineers Visit Us

There is possibly no greater indication of the importance and magnitude of the automobile industry—abroad as well as in this country—than the fact that the leading motor car engineers of the United States and the principal European countries see fit to exchange views and each to profit by the experiences and practices of the other. At the present time, some thirty of the leading automobile engineers and designers of England are being entertained at the Annual Mid-Summer professional meeting of the Society of Automobile Engineers. In addition to the technical subjects discussed at the professional sessions, the engineers are investigating the wonderful manufacturing methods and systems employed in those mammoth factories located at Detroit, Indianapolis, Cleveland, Akron, Buffalo and the leading New England cities. Our British cousins, as well as those members of the Society who have not had a previous opportunity of such a trip, will be profoundly impressed with the immensity of an industry that ranks as sixth in magnitude and importance in this country.

A Remarkable Test

A test has recently been completed in the laboratory of the Automobile Club of America in which a six-cylinder motor was subjected to the longest continuous trial in the history of automobile design. With the throttle wide open, the spark advanced, and a load applied to the shaft equal to that produced by driving a heavy, seven-passenger touring car up a six-percent grade at a speed of over thirty-seven miles an hour, this motor ran at a rate of 1200 revolutions per minute for 300 consecutive hours without a stop.

This motor made a total of 21,600,000 revolutions, that 64,800,000 explosions occurred in the six cylinders during this run. This would have served to propel the car over 11,000 miles. The 5½-inch stroke of this motor carried each piston over 4,000 miles of rubbing surface in its cylinder, or a total of 24,000 miles "rubbed" by six pistons during the 300 hours. This motor was used to drive the car of which it forms a part from Detroit to New York previous to the test.



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The New Idea In Town Boosting

The Rochester Method

By JOHN DUFFY

IN the olden days of commercial organizations—which wasn't so long ago, it is merely a matter of time having passed quickly in a field of rapid development—city boosting meant claiming everything in sight. The organ by which a town was boosted (?) was the annual booklet of its commercial organization. This was a glowing description of the town, seen through the most roseate of magnifying glasses, written by the town's best "fine writer," with absolute disregard for anything more than a suggestion of the truth.

Of course this was before the day when the live and up-to-date town awoke to the advantages of taking its claims as the best site for manufacturing enterprises to publications of national circulation and making them allies in its development. Even the periodical asking no questions of its advertisers, had it been called on, would have hesitated to sell its space for such extravagant claims as were contained in these booklets.

Population figures were turned and twisted to suit, the annual death rate was manipulated to insure wonderful results, a new set of freight rates was devised without consultation with the railroads or the Interstate Commerce Commission, stretches of sparsely gravelled streets were included in the figures on the miles of "handsomely paved thoroughfares." The writer went into raptures over the cold, crystal water to be had at a minimum rate, the wonderful climate and the absence of mosquitoes, at the same time promising a real health resort for summer or winter.

Sometimes his town failed to furnish even a basis for his glowing story. Probably he found it in the booklet of a rival town. What right had the Business Men's League of Carrottville to the claim that it was the highest point in the state? True, the author of "Salubrious Squashton," the official publication of the Squashton Chamber of Commerce, didn't know the altitude of either town, but that was a minor detail to him. With calm disregard for Carrottville's claim he boldly announced Squashton as the pinnacle of the commonwealth.

It was the war of the booklets. No one took them seriously, unless it was the authors. Certainly, manufacturers and merchants seeking new locations for their plants or new business openings didn't. They knew the booklet was typical of the booklets of most of the chambers of commerce, the business men's leagues and similar development bodies in most of the towns the country over. And no one was fooled. But now a change has come about. Here enters the Rochester idea—an idea, happily, Rochester has not been allowed to monopolize.

Don't indulge in baseless claims, don't promise what you can't produce. This is the fundamental principle underlying the Rochester idea. And Rochester, the metropolis of the central division of New York state, is able to boast it has more national advertisers than any other city in the country. And furthermore, Rochester invites doubting Thomases to investigate its claims. "Turn through the advertising pages of your favorite periodical and count the number of times Rochester appears as the home of the plant of the advertiser," it advises. There is its challenge, and it is willing to abide by the result. Incidentally, note the insinuation that Rochester's manufacturers are all alive and wide-awake—they ADVERTISE their products, and by doing so help Rochester as well as themselves.

The 1910 Federal census gave Rochester a population of 218,149—the authors of the literature of the Rochester Chamber of Commerce are satisfied, there is no claim for any more despite the fact that these figures are three years old. Some have claimed 250,000 as Rochester's population, but they get no encouragement for their assertions in the city's official publications. Rochester is proud of its varied industries, but it is careful of its claims regarding them. It quotes authorities when it asserts it has 48,066 factory workers employed in something more than 1,400 plants producing a total of 325 different classes of articles. Hence the title of its little booklet, "The City of Varied Industries." There isn't a paragraph in the booklet which isn't more modest than the title. But it goes even further. It carries the Rochester idea along its logical lines. Speaking of the city's policy in relation to new industries, its booklet says:—"Rochester is not engaged in a mad scramble to locate factories here regardless of their prosperity or their

effect on the city. The city now has over 1,400 factories engaged in the production of 325 different classes of articles. It is the desire of the Chamber of Commerce to supplement these factories with others that will be of mutual value rather than specifically develop one kind of manufacture at the expense of those now located here."

Booklet writers would have been amazed at such an idea in the days before the Rochester method began to gain ground. Not encouraging every Tom, Dick and Harry to come to Squashton with his peanut stand or hurdy-gurdy would have been rankest treason. But Rochester grows—grows better and steadier as a result of its own method. The old order may still be adopted by Red Dog or whatever the newest Nevada mining town may be called, but it is a thing of the past elsewhere.

Rochester conservatism, which is progressivism and insurgency in the ranks of city boosters, goes even further. It refuses to enter into a hurly-burly fight for conventions. Visitors are welcome in Rochester. Letters from the office of the secretary of the Chamber of Commerce always enclose a leaflet inviting the recipient to stop off in Rochester when passing through and explaining how a stopover may be arranged without extra cost. But Rochester doesn't hanker after great crowds whose numbers are not likely to furnish either good customers for Rochester merchants, good future citizens or good advertisers of the city's greatness.

"We go only after desirable conventions," is the diplomatic way Roland B. Woodward, secretary of the chamber, puts it. "We make it a preliminary to our inviting any convention that a local committee shall have expressed a willingness to arrange for the convention and entertain its delegates. The chamber is seeking, in the main, commercial and industrial conventions rather than social ones." The convention which receives an invitation to go to Rochester is being complimented. Its attendants will realize this better when they accept. Hospitality is part of the Rochester idea. And it's a wise town that adopts the Rochester idea and makes its glories and its advantages known to the world in a conservative and businesslike way. The day of the fly-by-night who garnered millions of dollars by extravagant advertising claims has gone—this is the day of the municipality that realizes it.

Of course, the booklet no longer is nearly so important in these days, when new firms, new factories and new citizens are won for towns first by judicious advertising. The booklet to-day is the follow-up to the inquiries inspired by "pulling" advertisements. And they count the best when they are of equal tone and dignity with the more public appeal, when rival towns cannot pick fatal flaws in the claims.

There is prosperity ahead of the municipality that uses the space of the national publications to make it grow—just as every other business has grown through the medium of legitimate advertising. And after the advertising—the booklet. And I could tell your readers a good deal more about the Rochester idea if you could give me space.

The Value of Efficiency

By President Hadley of Yale University

WHAT was it that made our country great? Not our mines and our forests, not our unoccupied stretches of fertile land. Mexico had these. Canada had these. It was the efficiency of the men that tilled the land and worked the mines and organized the trade of the country. A fast train runs off the track and a government officer suggests that people ought not to want to travel so fast. If these views prevail the day of America's greatness is done. A people that believes in divided responsibility and waste of time has no future. If we are content to take things easily Germany will be only too glad to get ahead of us.

A Successful Method

Diogenes, at length convinced of the uselessness of his lantern, went on his search without it. He returned triumphant.

"Eureka!" he shouted. "I have found honest men by the score!"

"How?" questioned his cynic companions.

"By direct inquiry," answered the great philosopher.—Judge.

In answering advertisements please mention "Leslie's Weekly."



ICY-HOT

**The Bottle That Keeps
Hot Liquids Hot 24 Hours,
Cold Liquids Cold 3 Days.**

Hot or cold drinks when needed while traveling, fishing, hunting, motoring, picnicing, etc.

Keep baby's milk at right temperature, or invalid's hot or cold drink by the bed, all night, without heat, ice or bother of preparation.

ICY-HOT CARAFE takes place of unsanitary water bottle and pitcher—ideal for night use—can be hung in tilting bracket attached to wall at bedside and refreshing drink obtained without leaving bed.

ICY-HOT JARS and ICE CREAM PAILS—pints, one and two quarts—keeps stews, meats, oysters, vegetables, etc., hot without fire—desserts cold and ice cream solid without ice for 3 days, in absolutely sanitary glass container.

The King of Vacuum Bottles—No Costs. No More than the Ordinary—Accept No Substitute—There's No Bottle Just as Good.

The inner glass bottle is thoroughly protected against breakage—is easily removed, sterilized or cheaply replaced if broken. Perfectly sanitary—liquid touches only glass. Handsome nickel plated or leather covered cases. Many new exclusive features. See at dealers—look for the name ICY-HOT on bottom.

Pints, \$1.00 up; quarts, \$2.00 up.

Neither fire nor ice required—the heat or cold of liquids within the bottle cannot be affected by outside air. No chemicals, no boiler, just fill bottle with hot or cold liquid and cork it.

Write for FREE Booklet fully describing the various styles of ICY-HOT Bottles, Jars, Auto, Carrying and Lunchbox Cases.

ICY-HOT Bottle Co., Dept. F., Cincinnati, Ohio.

ICY-HOT Bottle Co., Dept. F., Cincinnati, Ohio.

ICY-HOT Bottle Co., Dept. F., Cincinnati, Ohio.

ICY-HOT Bottle Co., Dept. F., Cincinnati, Ohio.

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ICY-HOT Bottle Co., Dept. F., Cincinnati, Ohio.

ICY-HOT Bottle Co., Dept. F., Cincinnati, Ohio.

PEOPLE'S LINE

Your Vacation

Whether it leads you from or to New York see the glories of the historic Hudson River revealed by the powerful searchlights of the palatial steamers of the Hudson Navigation Company.

This fleet of stately river craft includes the

C. W. Morse, Adirondack,
Trojan and Rensselaer

and the latest addition the

BERKSHIRE

a floating palace of luxury—the largest river steamer in the world.

Write for Illustrated Booklet. It is free. Excellent cuisine and music.

HUDSON NAVIGATION COMPANY
Pier 32 N. R. New York



CITIZENS' LINE

**This Visible
Typewriter
\$4 Per
Month
NOTHING DOWN**

FREE TRIAL—Agents' Prices

We put one of the best typewriters in the world right in your home or office. Shipped on approval. Use it without charge. If you want to keep it, send us \$4 a month. You get the same value as though you paid \$100 for this No. 3 Visible Oliver machine. Buying from us saves the agency profits others have paid. Our booklet is worth sending for because it tells you how to save a lot of money. It's FREE. Tell us where to send your copy. (172)

Typewriters Distributing Syndicate
166 G 62 N. Michigan Blvd. Chicago, Ill.

Do Your Printing!
Cards, circulars, books, newspaper. Press \$5. Larger, \$15. Rotary \$60. Save money. Big profit printing for others. All easy, rules sent. Write factory for press catalog, TYPE, cards, paper, outfits, etc. THE PRESS CO., Meriden, Conn.

MAKE the ten shares
you own carry ten
shares more.

Send for Booklet D—"Odd Lot Trading."

John Muir & Co.

SPECIALISTS IN
Odd Lots

Members New York Stock Exchange
MAIN OFFICE—74 BROADWAY
Uptown Office—42d St. and Broadway,
NEW YORK.

Make Your Savings Increase Your Income

by investing your funds in certain modern First Preferred Stocks of the best type—stocks which protect you by stringent provisions and safeguard you in many ways similar to mortgage bonds. Your money will be well secured and your interest return as high as 7% if you purchase First Preferred Stocks such as we suggest.

Send for List ML if you have \$100 up to \$10,000 to invest.

Pomroy Bros.

Members New York Stock Exchange since 1878
30 Pine Street New York

"The Bache Review"

The Weekly Financial Review of J. S. Bache & Co., Bankers, 42 Broadway, New York, quoted weekly by the press throughout the United States, will be sent on application to investors interested.

Advice to individual investors given on request.

THE TARIFF AND Your July Dividends

Will the proposed Tariff Legislation affect your investments unfavorably?

Do you know that public utility bonds cannot be influenced by Tariff changes?

That is one of the reasons for their present popularity.

Write for our circular 150-X

P. W. Brooks & Co.

115 BROADWAY, NEW YORK
Boston Philadelphia



5% M. C. Trust Certificates

THE Directors of 315 banks have approved of our security. Banks have invested over \$50,000,000 with us in the past 10 years.

You can enjoy the same security and income as the banks, as our certificates are issued in \$100 units to accommodate the private investor. Interest begins with the date issued—maturity at option—threefold security. For full details

Write for free booklet and monthly magazine "WORKING DOLLARS"

Manufacturers Commercial Co.

Capital \$1,000,000
299 1/2 Broadway New York City

SMALL INVESTMENTS.

The present is a most opportune time for small investors to take advantage of the low prices at which securities are selling. Whether the amount to be invested is \$50 or upwards, investors should ask us for particulars on our "Small Investments to not 8% and over" circular.

E. BUNGE & CO.

20 BROAD STREET NEW YORK

Orders Executed In UNITED CIGAR STORES, U.S. LIGHT AND HEATING, MAXWELL MOTOR SECURITIES

Inquiries Invited
SLATTERY & CO.
Dealers in Stocks and Bonds
Est. 1908 40 Exchange Place, New York

Thousand Island House

In the heart of the Thousand Islands. The Venice of America.

The Thousand Island House combines all of the equipment of the modern up-to-date house and an excellent cuisine. Some of the amusements are as follows:

Fishing Yachting Tennis Golf Bathing
Motor Boating Canoeing Sailing Automobileing

Booking Office to June 20
Prince George Hotel, New York

O. G. Staples, Proprietor. O. S. DeWitt, Manager.
W. H. Warburton, Chief Clerk.



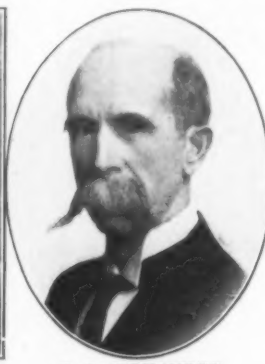
E. M. HUBBARD

Cashier of the Boatmen's Bank of St. Louis, Mo., the oldest bank in the state. Mr. Hubbard has been for 30 years in the employ of this institution, and has rendered most efficient service.



R. D. DUNCAN

Cashier of the State National Bank of Little Rock, Ark. He is a man of high character, a prominent capitalist and is largely interested in the development of diamond mines in his state.



S. C. ALEXANDER

President of the Merchants' and Planters' Bank of Pine Bluff, Ark., the oldest bank in the state. Mr. Alexander is one of the leading and most respected financiers of his section.

Jasper's Hints to Money-makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDGE Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York.

WALL STREET is waiting for the turn of the tide. The tide always turns, and the swing of the pendulum in Wall Street is not forever in one direction.

We have had such a long period of depression and receding prices that the time for the turn, if not close at hand, must be nearer than it was. If any one knew when the turn was coming, he could make his fortune. As things are one man's guess may be as good as another's, but this is not always so, for the best guesser is the one who is the closest student of the situation in the light of experience.

We only know this that the market some day will turn upward. It has been oversold and the accumulated short interest has become too heavy. But this cannot afford a basis for a substantial and protracted advance. There must be something far-reaching and permanent—something fundamental.

There must be more considerate treatment of the railroads by Federal and State authorities; a better understanding of the results of a radical reduction of the tariff; less trust busting and a good deal less of demagogic legislation for the purpose of trying to capture the labor vote.

It was a sorry spectacle to find such a brilliant and able man as Senator Kern charging that the mine operators of West Virginia were inflicting terrible cruelties upon their workmen and virtually holding them in slavery. An investigation disclosed that there was no proof of this charge of peonage.

Every ambitious legislator just now is doing his best to cultivate the labor leaders in the mistaken notion that this is all he needs to insure political preferment. The fact that a good many workmen, constituting the great majority, vote as their individual judgment decides and that they are not following any leader, or set of leaders, is lost sight of.

At last the business men of the country are beginning to ask where they come in. I venture to say that if they will take matters into their own hands a little more, they will compel the demagogues to sit up and take notice.

Not many years ago, the influence of business men was sought by politicians. Workmen are only business men after all and the demagogue who thinks he can lift himself into power by posing as the particular friend of "the dear people" will find that he is mistaken. Capital and labor are beginning to understand their mutual dependence upon each other. The workingman is learning that when the demagogue closes the factory, he not only strikes at the employer, but also at the employee. The trust busters and the railroad smashers too are finding this out. They will hear more from the discontented masses before long.

Thoughtful workmen all over the country are silently protesting against the outbursts of violence we have recently witnessed in strike centers. They have no

sympathy with dynamiters, brick throwers and cut-throats. The decent working man is in the majority. He stands for the courts the law and for justice. He knows that if capital does not have fair play, it will go out of business. In other words it will strike just as workmen strike.

How can any one expect capital to seek investment in the light of what happened recently in Cincinnati when some of the street railway men struck and a riot followed, and when the Governor refused to aid the police in maintaining order. The last stroke was a demand that the railroad should be put in the hands of receivers as if it were a bankrupt concern. Is this the way to encourage capital, to strengthen labor and to establish prosperity? Hardly. Does any one think that thoughtful workmen believe in such sand-bagging methods?

The business men of this country want repose. They will be infinitely better off and so would the working masses be, if all the self-seeking demagogues were put out of business and if the trust busters and railroad smashers were retired to the oblivion from which they came.

Everybody wants prosperity. That is the one thing on which we are all unanimous. We ought to have it and we should have it, if politics had not degenerated into a scramble for spoils, for graft, and for selfish advancement.

It will be too bad if this country has to pass through another such experience as it had in 1893, when one quarter of all the railroads in the country went into the hands of receivers, when factories all over the land were closed and soup houses in all our great cities were opened. That wasn't so long ago. Some of my readers will remember it.

Wall Street will witness a revival just as soon as the rest of the country does. It is long overdue. It will come some day. It would be here now but for the demagogues, the muckrakers, and the yellow press all breeding public discontent with established institutions. Stop it. Give labor and capital both a chance. Let the people rule!

J. S. C. S., Brazil, Ind.: I do not recommend Oxford Linen Mills or Telepost, neither do I think the Franklin Corporation offers an attractive speculation.

M., Akron, O.: The American Druggists Syndicate is not a large corporation. Its last report indicates a profitable business. The capital is large. It has no connection with Wall Street.

B., Newark, N. J.: The proposition of the United Meat Stores Company is all right if it works. At present it looks like a speculation in which your money is to be used to see what can be done with it.

H., Staten Island, N. Y.: I think well of Vacuum Oil and Standard Oil of California, among the Standard Oil issues, and Texas Co. These are well managed, have large earnings and pay good dividends.

S., Newport, N. Y.: The Rock Island 4's selling around 57 are not regarded as "a good safe bond" and by no means "as safe as a legal savings bank bond." They have speculative possibilities. Gilt edged 4's are not selling at such a low price.

K. & M., Indiana: Attention has been frequently called to the fact that insurance stocks have been promoted in many instances of late on exaggerated statements regarding the earnings of the business. You must, therefore, regard them as highly speculative.

T., Peconic, N. Y.: The competition in the fertilizing field has increased of late and is partly responsible for the decline in stocks of this character. They are also affected

(Continued on page 635.)

6% Principal and Interest Assured

by the Trust Mortgage feature, the one thing that makes this Company's 6% Gold Mortgage Bonds different from the other realty bonds that you have known.

One of the most attractive, and at the same time one of the safest, investments offered to conservative investors.

Write today for new illustrated Booklet 43.

NEW YORK REAL ESTATE SECURITY CO.

Assets over \$17,000,000

42 BROADWAY NEW YORK

Safe 5 1/2 and 6% INVESTMENTS

EVERY first mortgage bond, owned and offered by us, is a **direct first lien** on improved, income earning Chicago real estate of the highest class. In no case is the conservatively estimated value of the security less than double the total amount of the bond issue, while the annual income yield is much more than ample to insure prompt payment of principal and interest.

These bonds are legal investments for National Banks and for State Banks in Illinois and other states.

Write for the INVESTOR'S MAGAZINE and Circular No. 246A.

S.W. STRAUS & CO.
MORTGAGE AND BOND BANKERS
ESTABLISHED 1882
STRAUS BUILDING CHICAGO ONE WALL STREET NEW YORK

Get Results

LESLIE'S financial advertisers are brought in very close touch with investors who are not influenced by the conditions of the market in the great money centers. They are largely influenced by the sane financial editorial policy of the publication.

"Jasper's Hints to Money Makers" are very closely followed by many of the investors who consistently watch the financial offerings in our columns.

The regular investment advertisers get constant and large returns.

Our advertisers tell us that they cannot find another publication that will bring as good results as LESLIE'S WEEKLY.

The financial advertising pages close every Wednesday.

Circulation 400,000 weekly.

Leslie's ILLUSTRATED WEEKLY

225 Fifth Ave. Marquette Bldg.
New York City Chicago

Jasper's Hints to Money-makers

(Continued from page 634.)

by the depression in Wall Street. I cannot advise on the question of the continuance of dividends, but Va. Car. Chem. is well managed and ought to be able to hold its own. American Can. Pfd. has merit, but not more than some other industrial preferred stocks.

B., Pemberville, O.: I am unable to advise in reference to the standing of Joseph E. Thomas & Co., Seattle. Consult a mercantile agency.

Chicago: I hardly put Ely Con., First National Copper, Trinity and Giroux in the investment class nor do I recommend them for speculation.

M., Brownston, Minn.: I do not recommend the stock of the First National Fire Insurance Company of Washington as "a good investment." It is speculative.

Low Priced, Jacksonville, Fla.: 1. Whenever the market takes an upward turn, the well selected low-priced stocks participate in the advance. A year ago, some of these shares more than doubled in value, but conditions are different. 2. U. S. Light & Heat Common has been selling around \$9 a share. The preferred at a little above 60 paying 7% is the better speculation.

Certificates, St. Louis: The 5% Trust Certificates to which you refer are issued in \$100 units and you can have your money returned at any time. Interest begins with the date of issue. The plan is interesting and successful. It is fully described in a magazine known as "Working Dollars." Write to the Manufacturers' Commercial Company, 299 1/2 Broadway, New York, for a copy.

Interest, Minneapolis: 1. Not in twenty years have bonds been sold on a more attractive basis than at present. All classes of securities are paying better rates of interest. 2. The 6% gold mortgage bonds, of the New York Real Estate Security Company, 72 Broadway, New York, are fully described in Booklet 43, published by that company. Any of my readers can have a copy by writing to them for it.

G., Milwaukee, Wis.: The Denver & Rio Grande 5's have declined because of the general unrest in the railway field largely due to the increased expenses of operation without a corresponding increase in income. It assumed a large liability in connection with the construction of the Western Pacific, the bonds of which it guaranteed under a traffic contract. Eventually the Western Pacific ought to pay its own way.

Z., Jersey City, N. J.: Under present conditions, your list would stand as follows: Atchison, So. Pacific, and B. R. T. A failure of the crops would obviously change the situation in reference to Atchison. Inability to agree on a satisfactory settlement of the Government's suit might affect Southern Pacific. The traffic of the B. R. T. is constantly increasing and it has nothing to fear from federal interference.

Honest, Indianapolis: 1. In view of the heavy decline in Frisco First Preferred, it would not be wise to sacrifice the stock now, even if you should run the risk of an assessment. The issue is only \$5,000,000, and the assessment ought not to be heavy. 2. The 5 1/2 and 6% first mortgage Chicago real estate bonds are a lien on improved properties which are fully described in the illustrated booklets issued by S. W. Straus & Co., mortgage and bond bankers, 1 Wall Street, New York.

Anxious, Des Moines, Iowa: 1. I have no doubt that the proposed tariff reduction will affect the earnings of a number of industrial corporations in some instances, as in that of sugar and wool, quite seriously. 2. I do not see how such a reduction could directly affect the value of public utility bonds. 3. Investors are more and more inclined to purchase public utility securities because of their higher yield and the stronger basis on which they now stand. 4. I could not give you such a list, but you can get an excellent one by writing to P. W. Brooks Company, 115 Broadway, New York, and asking for their "Circular 150-X."

Coppers, Providence, R. I.: 1. Payment of the first dividend on Chino and Ray did not lead to the expected advance in the price of the shares. On the contrary, it looked as if insiders continued to unload as much as the market would stand. I still believe it wise to take a good profit in copper stocks like these whenever one can. If the market should meet adverse conditions, stocks of this character would suffer the worst. 2. The largest returns no doubt will be paid by the preferred stocks, especially the industrials. Some of these yield 7%. 3. I have not room for such a list, but if you will write to Pomroy Bros., 30 Pine St., New York, for their special list of industrial stocks it will be sent you promptly.

Small Investor, Buffalo, N. Y.: 1. Because you have lost money in a mining stock and more in an oil stock does not mean that you cannot make money by buying stocks of higher character. 2. Deal only with brokers whose advertisements are accepted by standard publications. Occasionally a mistake is made even by the most careful magazines, but this is unavoidable. 3. The booklets, circulars and market letters

sent out by well established houses and by many leading national banks are worth reading and have an instructive quality. The "weekly financial review" to which you refer is published by J. S. Bache & Co., 42 Broadway, New York. The extract to which you refer was taken from a recent issue of that review. The figures were correct.

Wireless, Denver: 1. The suit to recover \$750,000 from the reorganization Committee of the United Wireless Company was brought by stockholders who did not participate in the sale of the assets of the United to the Marconi Company. If you did not put up your 50c. per share, and participate in the sale, you are, therefore, interested in this suit. 2. I would prefer any of the dividend paying stocks to your Marconi. 3. It is true that you could not have bought as many shares of a listed stock, with a par of \$100 as you did of the Marconi, but you would have been better off if you had had fewer shares of a standard security. 4. You can buy any number of shares of a listed stock from one upward. Some brokers make a specialty of small lots. John Muir & Co., members New York Stock Exchange, 74 Broadway, New York, will send you their free booklet on odd lot trading, if you will write to them for their "Booklet D."

Anxious Inquirer, New Haven: The offer of the New York Central Railroad to exchange a new first class gilt edged 4% mortgage bond, for the 3 1/2% bonds, known as the Lake Shore Collateral, is being generally accepted. The new bond not only gives you a better rate of interest, but it gives you first class security, for it is a general lien on all the railroads now owned by the New York Central, as well as its leasehold interest in the Harlem, West Shore and other railroads. Holders of the 3 1/2's who fail to give their consent promptly, should bear in mind that the Company reserves the power to withdraw the right after the holders of 75 per cent of all the outstanding 3 1/2% bonds have given their consent. Those of my readers who hold these 3 1/2% bonds should understand the attractive nature of the exchange offer now made them. It is fully described in a letter which will be sent to any of my readers who will address Dwight W. Pardee, Secretary, Grand Central Terminal, New York City.

NEW YORK, June 5, 1913

JASPER.

A Blow at Porto Rico

FROM the mere threat to reduce the duty on sugar has resulted general stagnation in business throughout Porto Rico. Mr. B. Olney Hough, editor of the *American Exporter*, having returned from a four months' study of conditions on the island, denounces the policy of destroying the principal industry of Porto Rico, after having taken the island under our protection. Porto Rican soil and climate are particularly adapted to the production of sugar, but the soil having been under intense cultivation for 150 or 200 years, requires a great deal of fertilizer and frequent replantings.

Porto Rico simply cannot compete successfully with other countries in the production of sugar unless it has some protection. The island, of course, has other industries, and both the coffee and fruit trades have shown healthy increases during the last five years. The sugar industry, however, unless killed by the new tariff law, will remain the mainstay of Porto Rico's prosperity.

If this industry be destroyed it will seriously affect every other line of business on the island. The overseas commerce of Porto Rico amounted last year to \$100,000,000, about half of which represented goods manufactured in or exported by the United States. Mr. Hough estimates that our manufacturers and exporters face the loss of one-half of this immense trade.



A FAMOUS FIRM'S NEW HOME
Ornate entrance to the magnificent new 10-story home of Charles Scribner's Sons, on Fifth Avenue at 48th Street, New York. This publishing house was founded in 1846, and this is its sixth and finest "new home."

In answering advertisements please mention "Leslie's Weekly."

The Colt Way

"Hello, Central
Emergency Call
Police, please!"

COLT AUTOMATIC PISTOL

THE ARM OF LAW AND ORDER

Colt's Patent Fire Arms Mfg. Co., Hartford, Conn.

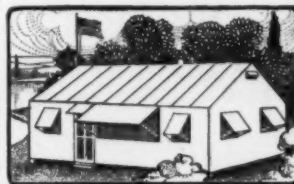
THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY

Grand Central Terminal,
New York, May 14, 1913.

To holders of THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY'S 3 1/2% GOLD BONDS, LAKE SHORE COLLATERAL:

A letter explaining an offer to exchange 4% mortgage bonds of this company for its 3 1/2% gold bonds, Lake Shore Collateral, will be mailed to the holders of Lake Shore collateral coupon bonds on application to the Secretary. Please give address, and state the number of bonds held.

DWIGHT W. PARDEE, Secretary.



This Five-room Bungalow \$175.00

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Why Should Capital Be Abused?

An Intelligent Working Man's View on a Timely Topic

By W. W. PHILLIPS

LABOR UNIONS, socialists, cheap politicians, yellow journals and anarchists have all done their part in bringing about the present unrest of labor. I have not known of a workingman defending capital, but I am a man from the shops and I say that I defend the workingman when I defend the capitalists. Whoever strikes at the capitalist strikes at labor. Their interests are mutual. Nobody but the agitator who gets paid for damaging the union gains by these senseless attacks on capital.

The politician who is playing to the gallery declares, in a speech of fire, that he is the enemy of this hydra-headed dragon and that if he is elected, he who is a friend of the people will show this monster who is master. And no sooner is he elected than he begins doing all in his power to sell his vote to the trusts. And the yellow journal is most dangerous of all, because it inflames the passions of a larger audience. The yellow journal has done more against the workingman than all other agencies combined. No sooner have the passions of the people been calmed a little than the yellow journals hunt out some particularly unfortunate family or individual and cry out that capital did it.

And in some cases there is no question that capital has not been just to the workingman. Every man and every class of men have made mistakes and the big business men are no exceptions. If they make more mistakes than other people, it is because they have more to contend with. It is natural that a man with a hundred million dollar business should make many mistakes.

The socialist has done what he could against the workingman, but the socialists in this country are hardly worthy of notice. But all these, the agitator, the yellow journal, etc., are parasites that live on the laboring people. They suck up his life blood and then tell him that capital, capital that furnishes him with the necessities of life, is the cause of his misery. Let the working people kick these parasites off the face of the earth and they will have less to complain of.

To-day, in spite of all the agitators, the working people are in a better condition than the nobility, possibly, of a hundred and fifty years ago. At any rate, in the Faubourg St. Antoine there were eight hundred men starved to death in one month in the

middle of the eighteenth century. The French farmers, in the middle of the eighteenth century, starved to death by the thousands. Indeed it has been estimated that in a decade a third of the farming population actually starved to death. That was at the rate of 200,000 annually. And, on the authority of history, it was only because those remaining were able to live on bread and grass that they survived. The duke of Artois told King Louis XV that in his province men were eating the grass of the field like cattle, and in that same year Louis spent millions of the money of these poor starving people on Madame de Pompadour. Those people had something to complain of, but when they finally revolted, they made the blackest blot on the history of the world. Blood ran in the streets of Paris like water, the blood of the aged nuns and the blood of innocent girls flowed together from the bloody ax of the guillotine.

The agitators of the present day ask nothing better than a revolution in this country. The workman of the present day has the shortest hours, the least objectionable labor and the highest pay of the workman of any age since the birth of history. Does he get enough? That is a question that I unhesitatingly answer no. I am myself a workman and that may make me slightly prejudiced, but I base my opinion on facts. The workingman produces all things of value. When I say workingman, I do not mean simply the man who wears dirty clothes. I mean every man that is a producer.

Every man that is a producer is a workingman. Every man living on society without producing is a parasite. The parasite is the cause of the producer being underpaid. If that parasite is a man in a white collar or a man in overalls the truth of the proposition remains; it applies to all men alike. The business man is a producer, if he is successful, and well deserves what he gets provided his business produces something useful. The school teacher and the preacher I consider producers, for the school teacher takes the ignorant boy and turns out a finished man; he adds value to the man. The preacher also contributes in a large degree.

Of course the mere politician wastes the workingman's money. He gives nothing in

return but noise. The yellow journal is a parasite. It does little but lie. The agitator is hired to spread dissatisfaction and promote strikes. A fine occupation. One that the workingman pays for, though.

Whom do all these people cry out against? The railroad—the greedy, soulless railroad; the railroad that works men long hours for no money. Yes, they all attack our railroads. The politician makes quite a hero of himself when he attacks these railroads. The highest paid workingmen in the world are the men the railroads employ. The railroads employ the largest number of men, too. And then the profits of the railroad companies, in spite of the excellent management of most roads, are as low as, if not lower than, those in any other business. Why condemn the business that employs more men at a larger salary than any other business in the world? It is very peculiar. I do not understand it. I think if anybody in the world ought to present a solid front against the attack on railroads it is the man who gets the most out of it—the workingman.

Now look at the man that is the object of universal pity—the farmer. Everything that he raises has advanced in price more than 200 per cent.—nearly everything is more than 200 per cent. higher than it was ten or twelve years ago. A railroad company will take a man and pay him say \$100 per month for shoveling coal into a firebox. It certainly requires very little intelligence to do that. Now what would the farmer pay the same man for work as hard, longer hours, and with no advantages to speak of? I will not answer that question—I simply ask it. Now observe—this fact is worth thinking over—the railroad companies who have done the most for the working people, have had the most abuse,—while the farmer, who has done the least, is the most universally pitied.

If you think you can make a living without capital, get busy. If you know that it is impossible to do anything without capital, I say cooperate. The brainiest men of our time have been unable to give a reason why the capitalist and laborer should work against each other. Since capital and labor are necessary to each other, why not form an alliance? Nothing would do so much to promote peace and prosperity.

A Roman Catholic View of Socialism

AGAINST Socialism the Roman Catholic church has set its face like flint. In "Socialism from the Christian Standpoint" by Father Bernard Vaughan, the position of the Roman Catholic church finds trenchant, and at times eloquent presentation. The larger part of the book consists of addresses delivered at St. Patrick's Cathedral in New York, and the warmth and movement of the spoken word pervades the volume.

First, it should be clearly noted what the Roman Catholic church understands by socialism. Father Vaughan treats it as a philosophy of human progress and as a theory of social evolution, not as an economic proposition merely. In the idea of State ownership there is nothing essentially anti-Christian. "If socialists could show," says he, "that all private productive property could be made the property of the State without the violation of any individual right, and managed without danger to man's spiritual or temporal welfare, there are many earnest Catholics who might join hands with them on the question of common ownership. But this is not the question I am discussing. It is Socialism as a going concern, as a practical movement, as an energetic propaganda, as an actual energizing enterprise, as a new ethical view of life and morality that I am considering." Several times he recurs to the same point, affirming that if Socialism meant nothing more than an economic system "the Roman Catholic Church neither would want nor ought to interfere."

Father Vaughan reminds his readers also that he is speaking for the church which he represents. For this reason he has no use for the term Christian Socialism. Christianity he declares is one thing and Socialism another, the two systems working in opposite directions and flowing into different termini. While to many sincere socialists this position may seem arbitrary, Father Vaughan quotes freely from the books and writings of leading socialists from Marx and Engels down to Bebel, in which, from the standpoint of socialism, precisely the same expression of hostility is manifested, only in much stronger terms.

Some of the phases of the subject discussed are "Socialism in Relation to the State, the Individual, the Family," "Religion and the Rights and Duties of Ownership." Of particular interest is the exposition of the Roman Catholic view of private property. Private ownership of capital is not looked upon as something unnatural or as a mere accident or excrement, but rather as being proper and normal, something which is necessary for social harmony and stability, and for the satisfying of man's deepest needs. "The Catholic," says Father Vaughan, "will favor many measures which tend to limit the exercise of the right to own capital. But he does so, not in order to undermine that right, but in order to make it more secure and useful. Catholic principles which establish the right also prescribe its limitations. The Catholic strives to check the abuses of private capital, the Socialist strives to abolish private capital altogether."

The author expresses himself just as thoroughly upon the duties of property as upon its rights. The theory that man has an absolute right of property in the sense that it exists merely for himself is "an exaggeration no less mischievous than the opposite exaggeration which it has produced by a natural reaction and which forms the basis of socialism." The position maintained by Father Vaughan in regard to the duties of private ownership is that clearly taught in the New Testament and is the view held by all Christian churches of whatever name. The position is that of the stewardship of property. Men have riches not simply that they may enjoy them, but as a public trust. For this stewardship men will have to give account to God, both in regard to how they acquired their property and how they used it. If this conception of the duties of ownership more generally prevailed, there can be no doubt that much of the present social unrest would not have arisen.

Father Vaughan commends Socialists for calling attention to the social evils of our day, for "showing up our crass stupidity and smug pharisaism," and for their energy and self-sacrifice in pursuing their cause.

But he condemns Socialism categorically for three reasons. First, because it is bound up with principles and postulates which cannot be made to fit in with the laws of justice, equity and right as taught by the Christian religion. Second, because it would be fraught with consequence pernicious and disastrous to the individual, the family, religion and the State. Thirdly, because of its untrue assumption that all the social and industrial evils of our day are due to the system of private capital. Father Vaughan's book will doubtless have great influence upon the working masses of the Roman Catholic church. After reading it one is convinced that one of the most powerful foes Socialism will be called upon to meet is the church of Rome, a fact which Socialism itself has already recognized.

The Polo Player

Go chase who will the wary ball
Around the grassy links,
Or trail a bag of anise-seed
Togged out in faded pinks,
Or haunt the chalky tennis-court.
These sports are all too tame
When you have cantered out to play
A rattling polo game.
Give me a field of velvet turf,
A cloudless summer day,
A pony trained the lightest word
Or motion to obey.
Who minds the chances of a fall
That leaves you sore and lame?
There's nothing in the universe
To beat a polo game.
The horses going round and round,
The riders loosely drest,
With sticks across their shoulders poised
Like lances held in rest,
The sharp staccato clicks that tell
Of quick unerring aim,
The thudding hoofs—it's simply great
To join a polo game!
Bring out my hardy dapple-gray,
The veteran of the team,
Bring out my polo-stick and ball,
Of silver cups I dream.
I'll write a challenge to the world
And boldly sign my name,
I'm always ready for a match,
Long live the polo game!

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The Public Forum

MORAL STANDARDS TOO LOW

Bishop Hickey of Rochester, N. Y.

MORALITY is not a question of sex, not a question of inferiority or of superiority, but for ages we have recognized that women are the natural leaders of men in morals and virtue. What sort of an example of virtue are the women of to-day holding up to the men? Tinsel with fashion, doubting, and a slave to custom, the modern woman does not blush when modesty is outraged in print, in song, and on the street. Too often the men of this age are victims of greed, selfish ambition, and a lack of charity and kindness of heart. It is for the faithful religious man and woman to preserve modesty and virtue, charity and kindness, and to blaze the way to truth and virtue for all people.

HAMMERING THE RAILROADS

Frank Trumbull, Chairman, Board of Directors, Chesapeake & Ohio and Missouri, Kansas & Texas Railroads

MORE than two hundred bills were introduced in lawmaking bodies last year affecting the railroads in every form, from providing spring seats for employees in the engines to changing the air in railroad stations five times every hour. In only three States were bills introduced against trespassing on the railroads, although ten thousand persons are killed every year by the railroads and more than fifty per cent of that death list is caused by trespassing. There have been 855 bills introduced in Congress in the last two years affecting the railroads directly or indirectly. The parcels post went into effect on January 1. The railroads are carrying the parcels post business without compensation. The post office of the country now is self-sustaining, but it is so through the efficiency of the railroads. There will be from \$25,000,000 to \$30,000,000 reduction in the revenue of the express companies because of the parcel post, but one-half of that decrease will come out of the railroads.

JAPAN NOT TO BE FEARED

Andrew Carnegie.

UNDER the British colonial laws, no Japanese can acquire a permanent home in Australia, but can only go there as a visitor with passports and remain there one year. This being the position assumed by Great Britain, it cannot be expected by Japan that America would do more for her. If Japan should force the issue and war should come, there are twenty-two millions to repel her. In the first place, she could never land. If by any chance she did land, she could never get back. I don't believe that any country would be so rash as to send troops into the United States. I often talked this matter over with my old-time friends, Gens. Grant and Sherman, and they assured me that an invasion of the United States was so improbable as to be classed as an impossibility.

A GOOD ARMY AND NAVY NEEDED

Prof. William Howard Taft, of Yale.

THE Americans are a shrewd, wise people, usually gifted with foresight, but they have not shown it in their attitude toward the army and navy policy. Congress continues to be reluctant to maintain an adequate army. It's easy to get money for a militia, for a militia has votes and friends, but a regular army is far different. There is a saying that the Lord looks after children and drunken men. This certainly ought to be extended to the United States. Of course, our separation from foreign countries by oceans is cause for not assuming too heavy a burden, but we are very, very much nearer Europe and Asia, many, many times nearer, than we were in Washington's time. Occasionally we get a jar, and notice our position, but luck has been with us in the past and we cannot assume that it will always continue thus.

DEMOCRACY ON TRIAL

President Woodrow Wilson.

I WANT everybody to realize that I was not taken in by the results of the last National election. The country did not go Democratic in November. It was impossible for it to go Republican because it couldn't tell which kind of Republican to go. The only united, helpful instrument to which it could turn to accomplish its purposes was the Democratic party, and what it did was to say this: "There are certain things that we want to see done, not certain persons

whom we want to see elevated; there are certain things we want to see administered." Now we are going to try the Democratic party as our instrument to discover these things. If the try is not successful we will never make it again.

THE CONTROL OF CORPORATIONS

Seth Low, former Mayor of New York.

GOVERNMENTAL chaos has prevailed in this country because of the attempt to control the corporation that does interstate business by the State that incorporates it, while giving the control of the business that it does to the Congress of the United States. In my judgment the United States must control the corporations which do interstate business on a large scale, either through the grant of a federal license or by substituting national incorporation for State incorporation.

A DISAPPOINTING ADMINISTRATION

E. P. Ripley, President of Santa Fe Railroad.

I WAS a Wilson man, but am far from being satisfied with the results of the Administration. The Appropriation bill passed by Congress, with its clause preventing the prosecution of farmers and labor organizations for violations of the anti-trust law, is an outrage. If that is an index of the Administration's judgment, it is enough to make any man stop and think. Two classes of people are permitted to violate the law, and all others are to be prosecuted. That is nothing less than rank discrimination, and does not insure confidence in the Administration. As to tariff reductions and the income tax I have no fault to find. I rather believe it will be well to give them a good trial and find out what they are worth. The investigations by Congress I regard as largely humbug.

THE BANKER GROWING POPULAR

James G. Cannon, President Fourth National Bank, New York.

THERE is a prejudice of long standing, which happily is growing less and less, against our banks, and the people at large are now coming to believe that the bankers of the nation are their friends and not their enemies. This old prejudice was due to the fact that banks formerly charged high rates for the use of money, and kept them at a distance. I think our bankers are beginning to realize that they have been largely at fault in this matter, and they are now taking the people more and more into their confidence in matters of finance. This is the day of the open door in banking, and the business of discounting a customer's note is not held behind closed doors, but the customer now comes to the bank as a matter of right, because of certain obligations to him on the part of the bank.

THE IDEAL WOMAN

Dr. A. P. Burrus, of Janesville, Wis.

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DANGER IN TARIFF CHANGES

Lewis Nixon, Shipbuilder and Prominent Democrat.

A JOINT resolution of the two houses of Congress that no greater change than ten per cent. will hereafter be made in any schedule during the life of any one Congress except upon a two-thirds vote in the House of Representatives would put tariff legislation upon a constructive basis. A change of ten per cent. in certain tariff schedules could be followed intelligently in its effects, and within two years further changes in the same direction can be made or unwise steps retraced and the changes which in ten years could be very great would be made under such conditions that those engaged in the work affected would have time to adjust

themselves to new conditions, or to retire from enterprises in which they had tied up their capital and services under conditions legally created, without too great loss.

Life-insurance Suggestions

THE mania for harassing the railroads so often manifested among legislators in this country extends to insurance companies also. According to Mr. George W. Babb, President of the National Board of Fire Underwriters, about 1500 bills affecting fire insurance companies were introduced in the legislatures of 41 states during the past winter, and these included, Mr. Babb avers, "all conceivable measures of a hostile and pernicious character." Life insurance companies, too, have frequently had to suffer because of the ignorance or enmity of bodies of law-makers. Even Congress has recently taken a hand in this game.

The income tax section of the new tariff bill provides for taxing (as if it were a part of net income) the balance left to any company from premium receipts after the cost of the policy holder's insurance has been deducted. In other lines of business this surplus would rightfully be regarded as profit, but with life insurance companies the case is different. These companies have a habit of returning to policy holders, from time to time, in the way of so called "dividends" payments made in excess of cost of insurance. This cost necessarily varies and cannot be exactly known beforehand. But when it is known the premium balance which remains is returned to the insured.

It is a misnomer to call these return payments "dividends." They are simply the restoration of money entrusted to the company as ample security for the insurance protection to be given. If the companies must pay a tax on such funds, the cost of insurance will be by so much increased, and the amounts returnable to policy holders will be to that extent diminished. This will virtually be taxing the policy holders' own money, which is in no sense a part of the companies' income. No well-regulated insurance company desires to have its patrons treated so unjustly, and the heads of the leading organizations have, therefore, entered strong and well justified protests against the proposed tax. The official protests to Congress should be reinforced at once by protests from all policy holders. Let every policy holder who reads my department write at once to his member of Congress and enter his protest.

Clerk, Chicago: 1. \$50 a year at your age of 46 would just about cover the annual cost of a 20-payment life policy for \$1,000. 2. You would be entitled to dividends earned.

J. W. R. Danville, Ill.: In taking life insurance, select old and well-established institutions. A great many new companies have been organized in the past year or two. They are finding the business very competitive. The old companies have the advantage.

Young Man, Newark, N. J.: 1. At the age of twenty, a 25-year endowment policy for \$1,000 will cost you about \$38 a year. 2. If you survive the endowment period, you will receive the \$1,000 and all the benefits to which the policy is entitled. 3. Rates are not very different in large companies, but differ somewhat for the various forms of insurance.

E. Kenton, O., and M., Centralia, Fla.: The Postal Life has a right to do business wherever it can find customers. Its business is done by mail because it seeks to save the heavy commissions of agents. This explains the low cost of its insurance and the high dividends. The New York State Insurance Department has recently examined the company and made a report, a copy of which you can no doubt obtain by writing for it.

Hermit

Recent Deaths of Noted Persons

LORD AVEBURY, better known as Sir John Lubbock, famous as a financier, scientist, publicist and author, died in London, Eng., May 28, aged 79.

ALFRED AUSTIN, poet laureate of Great Britain, died at Ashford, Kent, Eng., June 2, aged 77. He had also been a barrister, a critic, a war correspondent, and a political writer. He published a number of books.

FREDERICK ALBION OBER, one of the best known authorities on birds in this country, died at Hackensack, N. J., May 31, aged 65. He discovered twenty-two new species of birds and was the author of 40 books.

THOMAS WITHERELL PALMER, former United States Senator from Michigan, later United States Minister to Spain and President of the World's Columbian Exposition at Chicago in 1893, died at Detroit, Mich., June 1, aged 83.

GEN. LANSFORD L. LOMAX, former Major General of Confederate Cavalry and an intimate friend of General Robert E. Lee, died at Washington, D. C., May 28, aged 79.

FORREST GOODWIN, Republican Representative in Congress from the Third Maine District, died at Skowhegan, Me., May 28, aged 49.

GEORGE KONIG, Democratic Representative from the Third Maryland District, died at Baltimore, May 31, aged 57. He did not learn to read until he had reached manhood.

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Increased Comfort of Railroad Tours

By EDWARD G. RIGGS



E. G. RIGGS
The well-known writer

NO other country in the world is in a position to furnish such luxury in railroad travel as is afforded in our own. Today such trains *de luxe* as the "Merchants' Limited" between New York and Boston and the Twentieth Century between New York and Chicago represent almost perfection in the car builders' art, combining luxury and comfort on a scale heretofore unattained. Trains such as these carrying the traveller with speed to his destination are a tremendous advance over the accommodations furnished a decade ago.

It is, perhaps, in the matter of railroad tours for special parties, however, that the superlative is reached in travel by rail. When the latest of standard steel trains are placed at the disposal of travellers for days, and often for weeks at a time, providing them in reality with the most luxurious of hotels on wheels, and enabling them to see in this manner the great scenic wonders of our country without change of cars, though the trip covers thousands of miles, one could hardly ask for more. Combined with the delight of viewing an ever-changing panorama is the pleasure always to be derived from being surrounded at all times with everything that is conducive to comfort, with the perfect appointments of the most up-to-date hotel and the cozy and congenial atmosphere of the best of clubs.

In such surroundings the tedium of long journeys by rail has become a thing of the past. There is no more delightful way of seeing the country than this, and those who have been able to avail themselves of this kind of travel have counted themselves fortunate indeed, and more often than not have reached the last stage of their trip with a sigh of regret.

Railroad tours of this kind are largely a development of the last ten years. In fact the development of this feature of railroad business has synchronized with the strides that have been taken in changing the equipment of our first class, limited trains, until we have today such a train as the new "Merchants' Limited." Just turned out of the Pullman shops, this train is all that refined taste could demand in decoration; it is lighted electrically by the new system of reflected light by a current generated by the axles, has the resisting powers of a battleship, and in many other details of construction surpasses anything yet seen in car construction.

The same period that has seen the evolution of steel car trains of this type has witnessed the operation by the railroads of what are virtually large hotels on wheels, over thousands of miles of the country's steel highways. In these travelling hotels have been housed at times a hundred guests or more for weeks at a time. Placed at their disposal have been library and lounging rooms, and a cuisine furnished daily with the delicacies of the land through which the journey has laid.

Such is the railway tour of the United States today. Its equal cannot be found elsewhere in the world. It has been

made possible by the endeavor of our important railroads to set the highest standard in the way of rolling stock for first class travel, for the equipment of these caravansaries on wheels in most instances has been a replica of the equipment of the finest of limited trains.

Fifteen years ago railroad tours were largely confined to the tourist agencies. Even then they were extremely rare. A trip made by the American Bankers' Association to the Pacific Coast twelve years ago in a special train was considered almost without precedent at the time. Three years ago the bankers made another trip to the Coast in four trains furnished by the New York Central Lines. This trip set a record in car miles for railroad tours, as well as a new standard for comfort and luxury en route. The distance traversed was 8,196 miles. A longer tour in statute miles, though not in car miles, was that of the National Electric Light Association. This was also to the Pacific Coast and back by way of the Canadian Rockies, covering a distance of 9,156 miles.

In both the number of trips of this kind taken and in the number of travellers, the tours of the American Bankers' Association have far exceeded all others. This year they are to convene in Boston, to which city they will be taken in special trains over the New York, New Haven and Hartford, the equipment of which will be of the same high standard.

When long tours were first undertaken by the railroads there were no steel cars. Electric lights, which have added so much to the comfort and safety of railroad journeys, were unknown. Dining cars were picked up and dropped along the line. With an eye ever to increasing the comfort of such tourists, the railroad men have constantly striven to eliminate all disagreeable features. Steel state-room cars, electrically lighted, are now the rule. Today the diner is a part of the train throughout the journey and is constantly restocked with the best the country affords. The observation car is the parlor and general assembly room on one of these touring trains. Mingled with the delight of watching beautiful scenery is the pleasure of social intercourse amid surroundings comparable only to the foyer of a fine hotel. For men there is a club car furnishing the cozy environment of one's club. It is the practice, too, nowadays, to equip such a train with various amusement devices, such, for example, as player-pianos and phonographs. Concerts are given en route.

It has become more and more the business of our great railroads to equip touring trains in this manner. Today if a member of a touring party you book for a three or four weeks' trip over the rails as you book for a cruise at sea. The cost includes all expenses. In these tours travel has been robbed of all its trials, and your days spent in such an environment while speeding over the rails are days of unalloyed pleasure.

When one compares the comforts with which the traveller is surrounded today with what was furnished him not so many years ago one is likely to be startled at the strides that have been made. Take, for instance, the traveller in the ordinary day coach attached to some of our best trains. This car very likely is of steel, is electrically lighted, equipped with an improved ventilating system, has comfortable seats and is part of a steel vestibuled train. The cost of such a day coach is in the neighborhood of \$12,000. The day coaches which preceded this

type cost about \$7,000. The cost of the modern steel day coach is approximately the cost of the first Pullmans. In other words, the traveller in the ordinary day coach today is getting, so far as cost of equipment goes, what the traveller paid extra for twenty years ago. And as rates of fare go he is paying less.

One does not have to be very old to remember the early Pullmans and day coaches. Heated by a coal stove in one end, lighted by lamps and with no ventilators the day coaches meant positive peril for the traveller. The early Pullmans, too, were lighted by lamps and heated by coal stoves. Like the day coaches, they rode on four wheel trucks, whereas today six wheel trucks are the rule on both. There were no dining cars when the first Pullmans ran. You snatched your meals at stations. If it happened to be a large station perhaps you had twenty minutes for your meal, if a small station perhaps only five and you watched the clock anxiously between bites.

The latest cars turned out from the Pullman shops bear about the same resemblance to the cars of two decades ago as the newest skyscraper hotel now bears to those of the fifties. The Pullman now is of steel, is steam heated, has electric lights so arranged that one may read in his berth, and an improved ventilating system so that one may have fresh air without draughts. Beside the regular sleeper and chair cars many other cars have been added to the modern limited train to help the traveller pass the time in comfort and luxury. There is the observation car with its library and maid service, the club car for the men, and today the dining car is attached to all trains. You may sit in one of these trains nowadays and use the telephone up until the minute before the train leaves, with an electric bell at your elbow and an electric fan over your head. These trains are as sanitary as they are comfortable and luxurious. Twice a week your steel Pullman of the present age is vacuum cleaned. Once a month it is thoroughly fumigated.

The cost of the first class trains on the best roads is sufficient to cause reflection in this age of anti-railroad agitation. The newest train between New York and Boston, the "Merchants' Limited," consisting of five Pullmans and a dining car, represents an outlay of about \$120,000. A six-car sleeping train with buffet smoker between New York and Chicago costs in the neighborhood of \$140,000. Couple this cost with the increased wages the railroads have to pay, with the cost of heavier steel rails and bridges required by this new rolling stock, and with the increased taxes the railroads have to meet, and one is likely to be disabused of the idea that railroads are instrumentalities for wresting money from the people to enrich the very few. In fact, to provide the traveller with these increased comforts involves a serious problem for the railroads and has reduced net earnings.

Not alone do the railroads furnish even the daycoach traveller with superior accommodations over those enjoyed by the early Pullman traveller, but also they move him to his destination at a greatly increased speed. These old-time day coaches and Pullmans took thirty-six hours to traverse the distance between New York and Chicago. It meant two nights on the train for travellers then. The new type of train gets there in twenty hours. And it is now possible to go from New York to San Francisco in a little over four days.

A Subscriber's Vigorous Protest

EDITOR LESLIE'S WEEKLY.—I have to-day renewed my subscription to LESLIE'S WEEKLY, and do so to encourage, as far as I can, the continuance of your Editorials, which are unique in character, as not many of the present publications are so courageous.

We have shouted liberty so long in this country that sometimes I fear we are having too much of it. The present policy seems to be to take by force what you cannot get otherwise, and as a consequence we are losing our regard for Law, which is after all the bulwark of the Nation.

As any thoughtful man can see, there are many public questions which must be decided. While I believe that the American people, when they have finally judged these matters thoughtfully, are to a very large majority loyal and honest enough to decide correctly, it may take some time before public opinion comes to the real conception of the existence and the cause of the present unrest, and its remedy.

If the family, which is the unit of American civilization, is to be broken by divorce, we are not adding to the future integrity of the Republic. If so-called Trusts are to be disorganized simply because they are doing a big business, although they may be contributing the greatest good to the greatest number, we are encouraging waste and killing economy. If judges are to be impeached, because their decisions do not please the litigants, then we may as well dispense with efforts for justice entirely.

If men of money are to be heckled like criminals, simply because of their wealth, then we are coming to a socialistic plane. If railroads and manufacturing interests are to be so hampered by unfair and unjust laws that they can scarcely operate and live, we are stunting our growth and throttling prosperity. If yellow sheets, which disseminate the seeds of discord and rebellion, and preach the doctrine of might against right, are to exist and thrive, then we may expect a like harvest.

If liberty is not protected by law, then we may come to a time when there will be no liberty. If those who find it necessary and are willing and anxious to work, are compelled to idleness by those who will not; if, in shouting for

liberty, justice is to be forgotten; if public graft is to prevail; if crime is to be condoned, and immunity bought with money; if in a word Law and Order are to abdicate in favor of greed and selfishness, we need not wonder if unrest continues.

In the consideration of these and other vital questions I believe your articles are of the character to help mold public opinion in the right way. I am,

Very sincerely yours,
H. A. BUTLER.

Reducing the "Pork Barrel"

THE last Congressional "Pork Barrel" calls for an expenditure exceeding ninety million dollars. Much of this is ill-advised and extravagant. The Secretary of Yale University—Mr. Anson Phelps Stokes, Jr.—suggests in *Harper's Weekly*, a plan that would check this extravagance automatically. It calls for local co-operation in federal improvements. "As a tentative basis of discussion, I would suggest," says Mr. Stokes, "that it would be fair that ten per cent. of the total cost of ordinary Federal improvements in the United States outside of the District of Columbia, under 'Rivers and Harbors' and 'Public Buildings' appropriations be raised locally in order to secure the remaining ninety per cent. from the National Treasury. This contingent tenth could be secured in any lawful way determined by the local unit involved, such as by a special bond issue or by a grant from taxation, or by the voluntary subscriptions of citizens and civic bodies."

The "Pork Barrel" has long been denounced as a national disgrace, but criticism only makes it thrive. Congressmen are supposed to look out for the interests of their districts, and Senators are expected to lend a hand to any public improvements in their States. Costly buildings are erected by the Federal Government where local needs do not call for them, and river and harbor expenditures are allowed without following any systematic or scientific policy. The prevailing method of securing support for such bills is, "vote for my appropriation and I will vote for yours." To require the local community to put up one-tenth of the cost would throw cold water upon many an un-

called for and extravagant appropriation. In modern benevolence the principle of local participation has abundantly justified itself; and, as Mr. Stokes points out, the method is not without precedent as a governmental policy. Among the States it is frequently followed in road construction, and in the farm demonstration work in the South the plan has been used by the Federal Department of Agriculture. There is no valid reason why this method should not be applied to all "Pork Barrel" appropriations, thus saving the people millions of dollars annually. When public sentiment shall have been properly aroused and brought to bear on the subject abuses of the power of appropriation will cease.

Brain Work a Life-Lengthener

ENGLISH judges, according to Lord Alverstone, are often at their best between sixty-five and eighty. The scientific explanation of this is that judges use their brains constantly and with great concentration and are at the same time relieved of worrying about their material welfare.

Worry hastens death, but hard mental work is a tonic and life-lengthener. If you want to live to a good old age use your brain. Mental exercise keeps the brain well supplied with blood. With the source of vital energy well nourished, it acts as a tonic to the whole system. Those, on the other hand, who are deficient in mental exercise deprive their brains of a sufficient blood supply.

The same study which found judges doing their best work between sixty-five and eighty, cited the English agricultural laborer who after a life of hard, out-door work, but practically without intellectual exercise, frequently goes to pieces between the ages of sixty and seventy. For most people a bit of serious meditation or concentrated thought would prove a more vigorous tonic than physical exercise.

Work your brain hard and keep young. Any man who devotes himself to serious thought without worry about the future, will be more productive of a high order of work in his last years than at any earlier period.

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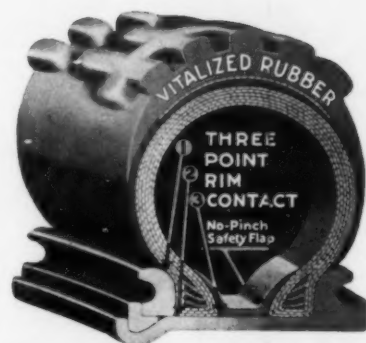
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